

Hongkong Daily Press.

ESTABLISHED 1857.

No. 16850, 號十五百八千六萬一第 日八十月三年子壬 HONGKONG, SATURDAY, MAY 4TH, 1912. 大拜禮 號四月五年二十百九千一英港香 PRICE, \$8 PER MONTH.

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Hongkong, 4th January, 1912. [157]

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Kowloon, 25th April, 1912. [536]

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Hongkong, 31st July, 1907. [576]

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[23]

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No anonymously signed communications
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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 4th, 1912.

NOTWITHSTANDING the injurious effect of the revolution in China upon the country's foreign trade, the complete statistics of the foreign trade of Japan for last year, as given in the annual report of the Commercial Attaché of the British Legation in Tokyo, show that they do not suffer by comparison with the returns of previous years. The exports gave a total of \$45,636,000 for 1911, as compared with \$45,017,000 for 1910, but the coming into force of the new Tariff last year was responsible for a very serious disturbance of the balance of trade for the imports for the year reached \$52,427,000 as compared with \$45,514,000 in the preceding year and \$43,805,000 in the year 1907, which had hitherto been the record year for Japanese trade. Still, it appears that the amount of importation in anticipation of the increased rates of duty was less than might have been expected; nevertheless, the three months, May to July, saw the importation of 47,000,000 worth of goods more than the average for the similar periods of 1909 and 1910. The object of this excessive importation was, of course, to avoid the higher rates of duty in the new tariff schedule. An analysis of the imports discloses that German goods showed an increase of 120 per cent., while British imports were 86 per cent. greater and those of the United States 69 per cent. greater than in the previous year. The new tariff came into force in the middle of July, and it is not surprising to find that there was an almost complete stoppage of textile imports

in the latter half of the year, the total value of the imports of textiles and manufactures for the months of August to October being less than one-tenth the imports for the similar period in 1910. On the other hand metals, which, with textiles were the main articles on which the duties were increased, were hardly affected; in the month of November 1911 the imports were \$700,000 higher than in the same month in 1910, and most of the merchants dealing in metals claimed to have had a good year. Had it not been for the outbreak of the revolution in China the balance of trade would very probably have been preserved by the normal increase of exports. In the earlier part of the year the exports from Japan were showing a considerable advance on the returns for the corresponding period of the previous year, but the revolution upset all calculations. Japan's export trade to China in October and November was valued at only \$2,200,000 as compared with \$4,150,000 in the corresponding period of 1910. Apart from the disturbance of trade by bringing into operation a revised import tariff, and again by the revolution in China, there is little of special interest to note in the country's trade. One feature which may be mentioned is the development of the trawling industry. We note that 50 steam trawlers were imported in 1911 as compared with 13 in 1910 and 8 in 1909. There was also a notable advance in the increased use of fertilizers and of all kinds of machinery, especially electrical machinery and electrical wire. Another increased importation has been that of bicycles and of rubber tyres for jimrickshas, which has led to the establishment of a British bicycle factory at Kobe, and there is, we are told, a reasonable prospect that motors will soon be an important article of trade despite the very bad roads still usual in Japan. The present ought to be a good year for Japan. An abundant rice harvest last year relieves Japan of the grave difficulties she had to face owing to a shortage of the 1910 crop, and if the Chinese Government succeeds in its efforts to restore peace and order throughout the country there ought to be a great revival of trade from which Japan would certainly benefit very considerably.

The revision of the laws of the Colony, on which Sir Francis Pigott is still engaged, is to cost \$14,000.

The Government voted a sum of \$500 last year for shorthand note-taking, but it only expended \$12, one case only being reported.

The annual general meeting of the Hongkong Electric Company will be held at the Company's offices, St. George's Building, to-day at 12 noon.

According to the Draft Appropriation Account for 1911 the Government have discontinued the grant of \$500 to the Union Church for religious services.

During the year 1911 \$389.50 was paid as rewards to police officers and others for seizures of smuggled goods and for detection of evasions of the law.

Alterations are being made at the Law Courts. In the Puisne Judge's Court the dock is being moved further back and other alterations are being carried out.

Three dead bodies were picked up by the Water Police yesterday. One or two are believed to be the bodies of those who were washed overboard from a junk during the squall of Wednesday.

Two Chinese were charged at the Magistracy yesterday with being in unlawful possession of arms. One defendant was discharged and the other fined \$200 or three months' imprisonment.

Yesterday morning a Chinese boy belonging to a sampan lying near Police Pier, Kowloon, attempted to jump from the pier to the boat, and fell into water and was drowned before assistance could reach him.

In August and September of last year when the price of rice was unusually high the Government made an allowance of two dollars each to all Government employees in receipt of salary under \$15 per month. This absorbed \$1,983.02, the sum provisionally voted being \$2,700.

Attention is drawn to the new announcement regarding the Scenic Railway which is accommodated in the old Land Office in Queen's Road. This new form of entertainment is proving a great attraction, and the management now announce that ice cream is provided rendering the scenic railway the coolest show in the East.

At the conclusion of a case before Mr. Melbourne yesterday, in which one ricksha coolie, of three charged with refusing to accept hire, was fined \$2, the Magistrate remarked to the European who prosecuted: "I thank you very much for coming up; it must have meant a great loss of time to you. If more Europeans prosecuted, I think we would have no trouble at all with these people."

At the Supreme Court yesterday the action by Fairall & Company against F. Ellis for \$133.25 was mentioned by Mr. Harding, who appeared for the plaintiff. He informed his Lordship that since the issue of the summons the defendant had paid the debt without costs and he asked for judgment with costs. In reply to his Lordship, he said that the cheque had been paid within the four days. His Lordship said the debt would have to be proved, and it was arranged that it be heard in Chambers.

LOCAL SPORT.

LAWN TENNIS CHAMPIONSHIPS.

This afternoon the final in the professional pairs competition will be played on the Hongkong Cricket Club between Captains Day and Crawford and H. A. Nesbit and H. R. Phelps. The final between Henderson and Maas in the singles B handicap will also be played. On Tuesday the match between H. A. Nesbit and Captain Day, the holder of the championship, will take place, beginning at 4.45.

LAWN TENNIS LEAGUE.

The Hongkong Lawn Tennis League commences its series of fixtures this afternoon. Four matches have been arranged, namely:—

Wigman v. Civil Service.
Chinese R.C. v. Queen's College.
Chinese Y.M.C.A. v. Kowloon.
Y.M.C.A. v. Club de Recreio.

Nine teams have entered the League, and it will be noticed that two Chinese teams are competing, a fact which may be taken as a sign of the times.

LAWN BOWLS.

The Lawn Bowls League also commences to-day, the matches being:—

Taikoo v. Kowloon.
Police v. Civil Service.

Entries for the open singles championship of the Colony close on May 7th.

INTERPORT RIFLE MATCH.

A practice for the Interport Match takes place to-day (Saturday) at King's Park Range, commencing at 2.30 p.m. Secretaries of League Teams are requested to inform their members who were nominated to shoot for a place in the team. The Match must be fired this year between 15th May and 15th June. A meeting of the League Committee will be held next week to arrange details.

THE DERBY OF 1912.

The failure of Mr. J. B. Joel's horse White Star to win the Two Thousand Guineas, for which he was a hot favourite, will have alarmed his backers for the Derby, which is run on the first Wednesday in June. Until a couple of months ago, Lomond, who practically carried all before him as a two year old last season, dominated the very slender market that had been formed on the race, but the market as it has strengthened came to be strongly dominated by White Star. Writing on the subject in the *Sportman* of March 14th "Vigilant" said: "Mean while Lomond continues to hold his ground firmly as favourite for the Derby, and it may surely be taken for granted that he will fulfil one or more of his engagements between this and then. As even if not indulged with an eye-opener at Aintree other chances await him in the Chippendale Stakes at the First Spring Meeting and the Newmarket Stakes and Payne Stakes at the Second. White Star has not been quite as firm in the market as he was before the mild scare caused by slight lameness consequent on treading on a stone at exercise, but a couple of days' rest put him all right again, and I understand he is going on quite to the satisfaction of all concerned. Among the past few days were 1,600 to 300 and 2,250 to 500, and there need be no fear about a first-class jockey being secured for him at Epsom. His engagements prior to the Derby embrace the Hastings Plate, the Two Thousand Guineas, and the Newmarket Stakes, in the first named of which events he would have a cut at such as Cylind, Sweeper II, Clodius, Serenader and Coriander, all of which, with the exception of the last named and Clodius, are concerned in the Guineas. Mr. J. B. Joel has a second chance in the Two Thousand with Aburd, who, it will be remembered, effected a surprise when he defeated "the star" in a fukily run race for the Middle Park Plate. The reports from the other side of the Channel continue flattering as regards Montrose, who was bred and nominated by Madame Lemaitre de Villers, and is generally admitted to have been the best two year old in France. He is, however, heavily engaged in his own country, and I am advised that it is more than doubtful, according to present intentions, if Mr. Vanderbilt will attempt to wipe out the Sea Sick disappointment with the son of Maintenance and Mario, though no definite policy has yet been declared. Slightly, in the same interest, has paid forfeit. Other French candidates left in the Derby may be cited in Rouchetouk, Radial, Chut, Le Riff, Bleu IV, Quorum II, Mon Tresor, Muscadin II, Mars IV, Nickel, Haasi, Verres, Bravissimo, Rataboul, Khedive III, Nomeroc Ohe, Ratriane, Ferrigno, Coeur de Lion II, Camelot du Roy, and Bronze, but none of these would threaten as much danger as Montrose."

TELEGRAMS. TELEGRAMS. TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

THE "TITANIC" CALAMITY.

BRITISH INQUIRY OPENED.

LONDON, May 3rd.
The British inquiry into the loss of the *Titanic* was opened in the London Scottish Drill Hall at Westminster. Sixty Counsel, many of the most eminent in the country are engaged, including Sir Rufus Isaacs and Sir John Simon for the Board of Trade and Sir Robert Finlay for the White Star Company.

Lord Mersey expressed sympathy with the relatives of the deceased and admiration that the best traditions of the sea had been maintained.

Sir Rufus Isaacs outlined the course of the inquiry, which he said would be full and complete. He said that no officer's certificate was involved, those responsible having all succumbed.

ANOTHER TURKISH SHIPPING DISASTER.

LONDON, May 3rd.
A Constantinople message states that while a tug was inspecting buoys in the Dardanelles she fouled a mine and was blown to atoms. Four officers and twelve soldiers and crew were drowned.

The disaster has caused a profound impression in the country, and subscriptions are being opened for the families of the victims.

THE LOSS OF THE "TEXAS."

LONDON, May 3rd.
It is reported from Constantinople that the Vali of Smyrna states that the battery fired two blank rounds at the *Texas* to warn her that she was deviating from the course, but the vessel paid no heed. Consequently seven shells were fired, dropping around the *Texas*, which then struck the mine and sank in two minutes. The military commander says that 69 were drowned and 15 injured.

REVERSING THE OSBORNE JUDGMENT.

LONDON, May 3rd.
In the House of Commons, Mr. Asquith announced that a Bill reversing the Osborne Judgment would be introduced before Whitsuntide.

BRITISH EAST AFRICA.

LONDON, May 3rd.
Mr. Harcourt announced in the House of Commons that it was found impossible to improve the pay in certain departments in British East Africa, including the administrative staff, on the estimates for the current year. He was unable to go into details, as there were some matters outstanding.

THE DEVELOPMENT OF NYASSALAND.

LONDON, May 3rd.
Commencing with the *Guelph* on the 15th May, the Union Castle East African steamers will call at Port Amelia. It is hoped to assist the development of Nyassaland.

THE TURF.

ONE THOUSAND GUINEAS.

LONDON, May 2nd.
For the One Thousand Guineas the probable starters are:—Lolette, Earl, Sourabaya, Walter Griggs, Gay Laura, Clark, Silesia, Martin, Belleisle, H. Jones, Signorinella, Brown, Polkerris, F. Wootton, Eufrosina, Higgs, Miss Spearmint, F. Templeman, The Tylt, Rickaby, Bill and Coe, Winter, Charmian, Maher, Fair Relative, Trigg, Alope, Carslake, Mountain Mint, Ringstead.

LATER.

Further probable starters in the race for the One Thousand Guineas are:—Tagalia, William Griggs, and Golden Note, Clark.

(THROUGH REUTER'S AGENCY.)

THE HOME RULE DEBATE.

LONDON, May 3rd.
On the resumption of the debate on the second reading in the House of Commons on the Home Rule Bill.

Mr. Balfour said that the restrictions imposed by the Bill though necessary were absolutely inconsistent with the contention that the Bill gave Irishmen an opportunity for developing their own affairs on their own lines. Dual control of Irish affairs was written large all over the Bill. Such control would never give protection to the minority or enable Irishmen to get the advantages which they got at present from their connection with the United Kingdom. It would prevent Irishmen of public spirit and wide views from entering the Irish Parliament. Inferior men would come in and the status of the assembly would be lowered. The Bill threatened to destroy the House of Commons and did not give Irishmen an assembly which they could regard with pride, affection or respect. He concluded by asking a series of questions designed to show that the Bill was opposed to all principles on which history had shown that the federal system could be built up and that the Government was pursuing a precisely opposite course.

Sir Edward Grey dealt especially with the advantages the Bill would have in relieving the Imperial Parliament of the present congestion of business. He said a reply to Mr. Balfour's questions would require a prolonged historical research. Frankly he said he was unprepared to answer the questions, but he would ask a question in return. Mr. Balfour had said there was no exact parallel with the Transvaal. The parallel had been mentioned, not as an exact parallel, but simply to show that the prophet of evil was not always right, even when he was the leader of the Opposition. He would ask Mr. Balfour if there was ever a parallel in the British Empire for such a monstrous over-concentration of business in the House of Commons. The present system had proved unworkable, and devolution was required, not for Ireland alone. The present plan was admittedly not complete. The Bill did not lay down a pattern of a Federal system applicable universally in the United Kingdom. A perfect similarity was unnecessary. He admitted the Ulster difficulty, but if Ulster defeated the proposed solution, it was impossible to continue the present state of affairs. Some other solution must be found to free the House of Commons and put the control of Irish affairs in Irish hands. He believed, however, that the present animosity in different parts of Ireland would disappear when for the first time they had a sense of joint responsibility.

CANADA AND THE UNITED STATES.

A SENSATION IN CANADA.

LONDON, May 3rd.
The American papers deny a rumour that Mr. Bryce, who has just started on a holiday to Australia, has been recalled to Washington, and state that his leave was arranged long before the publication of an old letter from President Taft to Col. Roosevelt, declaring that reciprocity would make Canada only an adjunct of the United States. The letter has caused a sensation in Canada.

PANAMA CANAL AND PACIFIC TRADE.

LONDON, May 3rd.
The Royal Mail Steam Packet Co. offers 900,000 shares in ordinary stock at the price of £110. The capital is required for the construction of new steamers, and the general development which is expected with the opening of the Panama Canal, and to afford an opportunity of developing the valuable connections of the Company in the Pacific.

AEROPLANES FOR THE BRITISH ARMY AND NAVY.

LONDON, May 3rd.
The *Daily Mail* announces that the Government has authorised the purchase of sixty aeroplanes, and will order one hundred immediately there are sufficient Army and Navy airmen trained to man them.

(THROUGH REUTER'S AGENCY.)

TURKO-ITALIAN WAR.

LONDON, May 3rd.
A telegram from Rome states that Italian dirigibles made a reconnaissance over the Turkish camps at Azizia, Suani and Benaden, and dropped forty bombs with terrible effect.

THE DARDANELLES.

LONDON, May 3rd.
In the House of Lords, Lord Newton asked if the Government had addressed any representation to Italy on the subject of the closing of the Dardanelles.

Lord Morley did not deny the disastrous situation in the Black Sea and the Dardanelles, but stated that the Government had been in constant communication with the Turkish and Italian Governments, with the result that after no unreasonable length of time, considering the difficulties, the Porte had announced that the Straits would be opened. It was unreasonable to ask the Government to prescribe the limits wherein Turkey and Italy could carry on operations. That would be going beyond anything ever conceived in international law and diplomatic usage. The Government had thoroughly performed their duties as a neutral Power.

Lord Lansdowne asked if it were true that the Porte would only re-open the Straits if Italy promised not to attack the Dardanelles.

Earl Grey said that was quite inconsistent with the words used to the British Ambassador.

THE NEEDED LIGHTHOUSE AT CAPE GARDAFUI.

LONDON, May 3rd.
In the House of Commons, Sir Edward Grey, in reply to Mr. P. A. Molteno, stated that negotiations with Italy regarding the erection of a lighthouse on Cape Gardafui were discontinued in 1903, owing to the difficulties raised in the course of negotiations with other Powers regarding the collection of dues at ports not in Italian territory. The Government were still hopeful that a scheme might be devised satisfactory to all the Powers.

P. & O. CO. SHARES.

LONDON, May 3rd.
P. & O. Co. shares have fallen from £405 to £340 on the Company's statement disposing of the alleged amalgamation and other rumours.

THE FALLEN AVIATOR.

LONDON, May 3rd.
Vedrine has now a chance of recovery, having intervals of consciousness.

NAVAL NOTES.

H.M.S. *Monmouth* leaves port early on Monday next for the North.

H.M.S. *Defence* leaves on the same morning for Mira Bay, for gun practice. In the afternoon she will continue her voyage to Shanghai to join the flag, and to temporarily hoist the flag of the Admiral until the return of the *Minotaur* with a relief crew. The departure of these two ships will leave the port practically denuded of warships, with the exception of a third class cruiser and the torpedo-boat destroyers.

H.M.S. *Prometheus* is at present in dock, where she will remain for at least two weeks, at the end of which time the *Romario*, parent ship for the submarines, and the *Fame*, will take her place.

LLOYD'S SHIPBUILDING RETURNS.

LARGEST FIGURES EVER RECORDED.

From the returns compiled by Lloyd's Register of Shipping, it appears that, excluding warships, there were 545 vessels of 1,686,888 tons gross under construction in the United Kingdom at the close of the quarter ended March 31st, as compared with 483 vessels of 1,619,052 tons building at the end of December, and with 480 vessels of 1,374,964 tons at the end of March a year ago. Of the vessels under construction in the United Kingdom at the end of March, 388 of 1,123,338 tons were under the supervision of the surveyors of Lloyd's Register with a view to classification by this society. In addition, 50 vessels of 285,496 tons were building abroad to the society's classification. The tonnage building at the present time under the supervision of Lloyd's Register is thus 483 vessels of 1,408,834 tons. This total, which only takes into account vessels the construction of which has actually begun, is the largest ever reached in the history of the society.

MAY DAY IN MACAO.

A May Day Festival and Children's Fancy Dress Ball was given by Mrs. Smollett-Campbell, on Wednesday evening, at the Club Gremio, kindly lent for the occasion by the Portuguese Military Officers.

The programme, which began on the arrival of His Excellency the Governor and Madame Machado at nine o'clock precisely, was as follows:—

Grand March,
THE LOVERS' QUARREL,
Marie Cordeiro and Frank Donald.
BARN DANCE,
UMBRELLA DANCE, Sophiline Cordeiro,
BARY POLKA,
IMPS REVELS, Angelina Santos,
FAN DANCE, Celestino Mello,
WELSH DANCE,
Nettie Donald, Sophiline Cordeiro,
Olga Rosa, Laurinha Lobato,
Marie Cordeiro.
[Interval.]
TAMBOURINE DANCE, Marie Lobato,
SLEEPY DANCE,
Sophiline Cordeiro, Olga Rosa, Laurinha Lobato, Marie Cordeiro,
Angelina Mello,
SAILORS' HORNSPIPE,
Andrew Donald, Chico Antunes, Clarence Farmer, Pedrinho Lobato and John Eric Farmer.
SCARF DANCE, Nettie Donald,
THE LAKES, Eight Pierrots,
SIR ROGER DE COVERLEY,
GRAND MARCH.

The decorations of the ball-room were carried out in green and red—the Portuguese Republic colours—and were most artistically and tastefully arranged under the personal direction of Mrs. Smollett-Campbell. A children's supper-room was also decorated in the same colours, with Japanese lanterns, and during the interval Mrs. Smollett-Campbell's little guests sat down to a repast composed of the daintiest sweets and "goodies" that go to make the hearts of small boys and girls rejoice. Then came a fusillade of cracker pulling, and some wondered if the little ones would ever get back to "terra-firma"—as to speak—and continue with the second part of the programme.

Mrs. Smollett-Campbell proved a delightful hostess and took care that each of her guests from the great-grandpas, mothers, fathers and "flappers" down to the smallest dot of eleven months, each and all had her personal attention.

The greatest credit and thanks are due to Miss Smollett-Campbell, who taught the little ones the numerous dances, and when it is mentioned that the smallest child was but three years of age, it can be imagined how much trouble and care must have been taken to organise and bring the little ones to such perfection. All present were unanimous in their recognition of Miss Smollett-Campbell's artistic services, and she was the recipient of two beautiful baskets of flowers and three huge bouquets from her tiny pupils.

At the close of the children's programme three cheers were given for Mr. and Mrs. Smollett-Campbell and another three for their daughter, who looked very proud of the fact that her little pupils had acquitted themselves so admirably and had given such genuine pleasure.

There were some very cleverly designed dresses. Master Willie Malcolm, aged eleven months, was perfectly garbed as a "chip of the old block" in a wee Mercantile Marine Officer's suit, every detail of which was complete. Miss Marie Cordeiro looked very sweet as "Powder and Patches" and danced beautifully all through, especially in "The Lovers' Quarrel" with Frank Donald, who was quaintly dressed as "Lord Donald," in a black suit with white jabot, buckie shoes and powdered hair. Paulette Ricou in green tulle and skirts, and Lily Ricou as "Cupid" were just the sweetest things that one could imagine.

Master Charlie Farmer was most characteristically and effectively got up as a "Sioux Indian" and John Eric Farmer was a striking "Jester" in green and yellow satin and bells. Perhaps one of the best thought-out dresses was Miss Celestina Mello as "Wireless Telegraphy," and her Fan Dance was one of the prettiest items of the evening. Sophiline Cordeiro was charming in the pink Japanese dress and was vigorously encored for her cleverly executed "Umbrella Dance." Euan Mackinnon as a "Baker," Chico Antunes as a "Devil," Andrew Donald as "Lord Nelson," and Rittinha Pinto as an Italian girl were all perfectly dressed to their characters. Josephinha Nolasco as a Court Gentleman of the time of "Louis XIV." was exquisitely dressed.

The "Sailors' Hornpipe" danced by five boys and the "Welsh Dance" by five girls were greatly enjoyed both by the audience and the children themselves. Miss Nettie Donald's "Scarf Dance" and Miss Angelina Santos' "Imps Revels" were graceful and pretty. The "Baby Polka" by the whole of the children was very bright and well done.

Mrs. Smollett-Campbell was presented with many floral tributes in token of esteem and in recognition of her loving interest in the children. Each girl received from her a silver bamboo bracelet and each boy silver cuff links.

An impromptu supper was served on the piazza leading to the San Francisco Gardens, and at the conclusion of the children's dancing, the grown-ups tripped a merry measure until the wee small hours when closed a function that was voted by young and old a brilliant success.

HONGKONG SHARE MARKET.

Messrs. Vernon and Smyth in their weekly share report dated May 3rd state:—

The market has ruled quieter during the past week, and rates in some instances have suffered a decline. London "Rubbers" remain at about last week's rates, with Fine Hard Para slightly lower at 4/7½ sellers. Discount rates close at 3½ per cent. (Bank of England) and 3 per cent. (open market rate). Bar Silver is quoted at 28½d. ready, 28½d. forward, and Sterling T.T. at 1/11½. Shanghai T.T. closes at 79½.

BANKS.—Hongkong and Shanghai have again weakened slightly, sales having been effected at \$837½ and \$835, market closing with buyers at the latter rate. London is unchanged at \$83.

MARINE INSURANCES.—Unions have again been booked at \$815, at which the market closes steady. Cantons have been sold at \$210 and close in further request. There have been no local sales of China Traders, North China, or Yangtszes, which are unchanged, the latter being now quoted at \$195 ex dividend.

FINE INSURANCES.—Hongkong are slightly firmer with buyers at \$351. Chinas have sold and are still procurable at \$132.

SHIPPING.—Hongkong, Canton and Macao are again weaker with sellers at \$27 after sales. Indos are quiet at \$70 and China and Manilas at \$11½ sellers. Douglases are wanted at the improved rate of \$23, Star Ferrys at \$33 (old) \$30 (new) and Shell Transports at 109½. London now quoting 109½ middle price.

REFINERIES.—China Sugars have been booked at \$108, at which rate the market closes with probable buyers. Luzons have been done and are wanted at \$34.

MINING.—Tronohs have had a further sharp advance, and can now be placed in London at 70½. Heavwoods are neglected at 5½ and Rauba at \$4.60 sellers. Chinese Engineerings are in request at 39½.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks are quiet at \$48, and Wharves at \$97, the latter closing with sellers. New Amoy Docks have been booked at \$94. Shanghai quotes Shanghai Docks at Tls. 54, and Shanghai and Hongkong Wharves at Tls. 87½ both nominal.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands are quiet at \$107 with probable buyers, and Kowloon Lands at \$34. West Points have been sold at \$53½ closing with buyers at \$53. Hongkong Hotels are unchanged with buyers at \$109 and \$68 for old and new respectively, and Humphreys Estates at \$74 sales and buyers.

COTTON MILLS.—Hongkong have again been done at \$5 closing steady. Ewos are firmer in the North with sales at Tls. 91.

MISCELLANEOUS.—China Borenes are in request at \$104, Providents at \$8, Electric at \$234, China Lights at \$170, Powells at \$63, and Steam Fisheries at \$4. Cements have declined to \$4.70 sellers. Dairy Farms are procurable at \$22, Steam Laundries at \$6, Watsons at \$3, and Pulpas at \$37½.

LONDON QUOTATIONS.—The following wired quotations (middle price) were received from London this morning:—

Linggis	35/-
United Sordange	112/6
Sapongas	25/-
Ledburys	40/6
London Asiatics	11/6
E. & I. Trusts	23/-
Rubber Trusts	13/3 premium.
Tronohs	80/6
Hongkong Electric Trams	4/1
Shell Transports	109/6
Chinese Engineerings	38/3
Indo-Chinas (combined)	140/-
Para Rubber	4/7½ sellers.

SIAMESE CIVIL PROCEDURE.

BUSINESS DISSATISFACTION.

The Bangkok correspondent of *The Standard* writes:—

Considerable dissatisfaction exists among the British residents in Siam regarding the— to put it mildly—eccentric working of the legal machinery of the country. By dint of a great deal of pressure brought to bear by the Diplomatic and Consular authorities, the law regarding bankruptcies and partnerships have been promulgated, but every business man one meets will point out some flaw or flaws in them, and recent experiences in the courts have more than emphasised their defects.

Again, the new Civil Code, which was supposed to be put into force almost immediately after British subjects came under Siamese jurisdiction, is not yet completed, although a commission of jurists is supposed to be busy upon it. I say "supposed" advisedly, as three-fourths of the commission are at present absent from Siam on lengthy periods of leave, and the remaining members can do nothing in their absence.

In the meantime the High Sheriff of Bangkok, Mr. Clifford Gosnell, an English solicitor, who has been for some years in the service of the Siamese Government, has been summarily discharged by the Minister of Justice on account of the action he took in dealing with the property of a bankrupt Siamese ex-official, and general dissatisfaction prevails amongst the other legal advisers to the Government.

It is openly stated that France contemplates the withdrawal of her Asiatic protégés from Siamese jurisdiction, and the impression is more strongly than ever expressed that in handing over her subjects to the Siamese courts Great Britain made a serious mistake. Germany, the United States, Holland, Italy, and even Japan have definitely declined to abolish their extra-territorial jurisdiction in Siam, and for very good reasons.

THE PROPOSED INCREASE OF FREIGHT RATES.

STATEMENT BY N.Y.K. OFFICIAL.

The April number of the *Oriental Economist* contains the following statement by Mr. Masaki Shozo, head of the Foreign Department of the Nippon Yusen Kaisha, on the question of the proposed increase in freight rates for steamers on the European line, which is now attracting a great deal of attention among business circles in Japan:—

"It appears that complaints have been made of late that the freight on goods shipped from Japan to Europe is comparatively higher than the rate on similar cargo shipped from Europe to Japan or Australia. The higher rate charged on cargo from Japan to Europe is chiefly due to the fact that the amount of cargo shipped for Europe is very small. Of the goods now exported to Europe, coal is the only line which on a single voyage will amount to something like 1,000 tons. Timber is seldom shipped to the amount of 1,000 tons in one vessel. All other classes of cargo do not amount to more than about 300 tons each. The loading and unloading of this cargo is a heavy task upon the company, and causes a lot of trouble. This of course can be tolerated, but the quantity of cargo shipped from Japan to Europe is not more than 1,300 tons on an average each voyage—not enough to cover the floor of the hold. Each steamer on the European line nowadays carries about 9,000 tons of cargo on every outward voyage, but the greater portion is discharged at Shanghai, Hongkong, Singapore, and Bombay, and not more than one-eighth goes through to Europe. Of course cargo is shipped at the ports of call mentioned, but when the direct cargo to Europe is as small as it is, the company is given much more trouble and expense in loading and unloading than when a steamer is filled with direct cargo, and this will naturally make the rate of freight higher.

Cargo boats coming to Japan from Europe are tramp ships, and not only have they no limit for their voyages, but they are of inferior construction as compared with regular steamers. For these reasons the outside steamer can carry cargo cheaper than the liner. The Japanese steamers on the European line are running regularly and they are very fine boats, costing much more than the tramp steamers from Europe to build, and it is only natural that a higher freight is charged by these steamers.

"The relation of the nature of the cargo to the rate of freight must not be overlooked. Cargo brought from Europe to Japan generally consists of manufactures of high value, while goods shipped from Japan to Europe are chiefly bulky raw materials and general cargo of smaller value, with the exception of raw silk, silk goods, and two or three other lines. This also goes to make the rate of freight on cargo from Japan higher in comparison with its value. This higher rate, however, cannot be avoided, as no change has been made in the nature of the cargo shipped from Japan to Europe.

"The cheaper rates on cargo from Europe as compared with those on goods from Japan is the result of the working of a natural economic law, and cannot be artificially controlled. If the rate of freight to Europe is comparatively high, as is maintained by some, there should be keen competition from foreign tramp steamers. Competition is very keen in transporting cargo from Europe to Japan, but there is no competition in carrying cargo from Japan to Europe. This is eloquent testimony of the unprofitable nature of the regular service from Japan to Europe. It is altogether too hasty a decision to conclude that the steamship companies are despotic in their action merely because of the comparatively higher rate of freight charged on cargo shipped from Japan to Europe, as compared with the freight charged on goods coming out to Japan."

Japan Chronicle.

UNsinkable SHIPS.

CURIOUS SUGGESTION AND CHANCE FOR RUBBER.

The *India Rubber World* of March 23rd has a paragraph which is singularly interesting in view of the *Titanic* disaster. It reads as follows:—

Recent wrecks have brought into immediate prominence the necessity for the provision of some means in ocean-going vessels, especially those carrying a large human freight, for rendering a vessel unsinkable. Messrs. J. D. Roots and Co., who have written a letter to the Press on this subject, say that watertight compartments are proved to be only a broken reed, and they may be a source of danger by creating a heavy list when one side is waterlogged and the other intact. The recent successful raising of the *As* by an Italian firm of salvors has, they think, conclusively shown that there is a possible and practicable method of rendering a vessel practically unsinkable. The Italian method was that of providing inflatable flexible tubes of fabric and rubber connected to a frame-work, lowered down to and secured to the hull of the vessel, which tubes were then inflated. When a sufficient number of the inflatable tubes had been secured to displace the same volume of water as the vessel displaced, the vessel necessarily rose to the surface with its inflated tubes. Messrs. Roots maintain that if every sea-going vessel were provided with such inflatable tubes secured to all of the inner walls of the vessel, or upon those most suitable for the purpose, the inflatable tubes normally lying quite flat and uninflated upon such walls, but capable of being rapidly inflated with air on an emergency, the vessel would be rendered unsinkable. Such a set of inflatable air chambers might be built with the ship or fitted to any existing vessel. When a collision occurred the auxiliary machinery by means of an air compressor would promptly inflate all the inflatable chambers throughout the ship, and render her perfectly safe by doubling the normal displacement of the vessel.

THE UNITED STATES AND THE PHILIPPINES.

DIRECT PACIFIC STEAMSHIP LINE WANTED.

A strong memorial to the Postmaster-General of the United States on the need of direct steamship connection between the Pacific coast and the Philippines has been prepared by Messrs. Pitt, Switzer and Ponzat, a committee named for the purpose by Manila Merchants' Association. The resolution will be introduced at the next meeting, but in order to fully inform the members of the association it has been decided to make public the resolution in advance of the meeting. The resolution is as follows:—

"Whereas: the facilities at present available for the transportation of mail and general traffic between the United States and the Philippine islands are admittedly slow, irregular and inefficient, and

"Whereas: it being within the province of the postal department of the United States to offer and give, from its appropriations, a subvention or premium as an inducement for the establishment of a mail service that will perform its functions regularly and promptly, it is therefore

"Resolved: by the Manila Merchants' Association, that the members thereof do hereby appeal to the authorities at Washington, to take such action as may be proper and necessary to secure the establishment of a steamship line between some Pacific coast port and Manila, that will provide a first class bi-weekly service and make the trip between ports in not to exceed fifteen days."

In support of this petition the following facts are submitted for consideration:

For nearly fourteen years the government of the United States has been in control of the Philippine islands. Throughout this period the islands have in all matters affecting their external relations and affairs been dependent entirely upon the United States. Prior to American occupation the commerce existing between the two countries was small and unimportant. Flour and petroleum were the only products of the United States in general use in the islands and purchases of these, which were usually made through Hongkong, added to what few miscellaneous items there were, barely reached a half a million dollars in a year. Some Philippine hemp and sugar was taken by the United States, but it usually passed through European channels and generally speaking, there was no direct commerce existing.

American administration of the affairs of the islands has resulted in a comparatively extensive development of inter-changing trade as well as the general trade of the islands, which is fast assuming important proportions, and its great value to the future commerce of both countries is ever pressing more strongly for recognition.

From a nominal figure the export of domestic merchandise from the United States to the Philippine islands have grown steadily since 1898 until, for the calendar year 1911, they amounted to \$20,895,002. The imports of Philippine products into the United States mark a corresponding increase amounting for the calendar year 1911 to \$20,212,819, thus bringing the total commerce between the two countries to over forty-one million dollars for the year.

When consideration is taken of the fact that development of the islands has hardly begun, that there is waiting in the United States an open market for all things that are adapted to produce, that consumption by the people of American manufactures and food-stuffs will increase in measure as their production of marketable commodities increases, it must be admitted, in view also of the remarkable growth already recorded, that the inter-changing commerce of the two countries is destined to grow to enormous proportions.

In all commercial transactions time is an element of vital importance and any reduction effected in the time required for transmission of mail and merchandise effects also a direct saving in expense and in the capital required to finance business operations. The institution of a direct line providing a regular service at short intervals could not fail to greatly assist and stimulate commerce between the United States and the Philippines, at the same time serving as a convenience to the public and an added incentive to a more rapid development of the resources of the islands and improvement in the economic condition of their people.

SNAKE-CHARMER KILLED.

Bombay Rama Swamy, a familiar figure in Colombo, and a snake-charmer, met his death on April 3, from snake-bite. He went on board the Dutch steamer in the morning, and his performance went on as usual, till a whistle was blown. Immediately the snake showed signs of restlessness. His master tried to catch him, and he bit his right palm severely. It was believed that the snake's fangs had been removed; but they had grown again. The snake quickly got into its wicker-basket again. Deceased on reaching the jetty fainted. The Police took him unconscious, with his paraphernalia, to the Port Police Station. The man expired on the way. A European Sergeant shot the snake afterwards. The man's body was removed to Maradan's mortuary and the snake buried. —*Ceylon Observer.*

DUTCH EAST INDIES SQUADRON.

Replying to criticisms regarding the projected cruiser of 7,600 tons for service in the East Indies the Dutch Minister of Marine has pointed out that a cruiser of 10,600 tons as advocated would cost several million florins. Large vessels must be constructed in the future and sent out, but a re-examination of the finances of the Dutch East Indies must come first. A cruiser of 7,600 tons is urgently needed and in the most powerful obtainable in present circumstances.

IN THE TWENTY-SECOND CENTURY.

MR. KIPLING'S VISION OF THE HELL TO COME.

Mr. Rudyard Kipling begins, in the *London Magazine* for March, a prophetic romance entitled "As Easy as A B C," the date of which is 2150 A.D. Readers will rejoice that there is no chance of any of them living to witness the state of things which Mr. Kipling professes to foresee. The most salient feature of the world which he describes in his vision is that its population has been cut down to 450 millions. The Planet, which has passed under the despotic government of the Aerial Board of Control, has sickened of popular government.

The board sitting in London was informed that the district of Northern Illinois had cut itself out of all systems, and would remain disconnected till the board should take it over and administer it direct. The Mayor of Chicago in the district had complained of crowd-making and invasion of privacy. The planet had had her days of popular government. She suffered from "inherited agoraphobia." The planet had, moreover, taken all precautions against crowds for the past hundred years. The total population was dropping. It was expected, to 450 millions. But men lived a century apiece, on the average. They were all rich and happy, because they were so few and they lived so long. The country at the foot of Lake Michigan, like most flat countries, was heavily guarded against invasion of privacy by forced timber, fifty feet oak and tamarack grown in five years. No news sheet had been printed in Illinois for twenty-seven years, as Chicago argued that engines for printing news sooner or later developed into engines for invasion of privacy, which might in turn bring the old terror of crowds and blackmail back to the planet. The carefully guarded privacy of the individual home was secured by belts of quicksand permeated with electric current that suspended the motion of any persons attempting to pass it. When the aerial fleet assembled over Chicago, the road-surfacing machines were working on each side of a square of ruins. The brick and stone wreckage crumbled, slid forward, spread out into white-hot pools of sticky slag, which the levelling-rod smoothed out more or less flat. The people were singing the old forbidden song, to an internal tune that had carried riot, pestilence and lunacy round the planet a few generations ago. One stanza only is given of this anthem of Hell:—

Once there was The People—Terror gave it birth;
Once there was The People, and it made a hell of earth!
Earth arose and crushed it. Listen, oh, ye slain!
Once there was The People—it shall never be again!

To suppress this insurrection of song the 250 ships of the aerial navy turn on terrible streams of light; the armament as far as the eye could reach seemed to stand on pillars of white fire. The light was withdrawn, and in the awful darkness the forbidden song rose again from undefeated Chicago. Then the fleet turns on terrific sounds that touch the raw fibre of the brain and again pour down the beams of light. The notes cut through one's marrow, and after three minutes' thought and emotion passed in indescribable agony, all Illinois asked them to stop. The deeper note—the lower C—"could lift street paving." On the Admiral's ship arriving at the Chicago north landing tower a grovelling crowd gathered around, some crying they were blind, others pleading that no more noises should be made. Next day they were told their eyesight would return.

HEALTH MARRIAGE.
DOCTOR'S CERTIFICATE EXACTED.
At the cathedral of St. Peter and St. Paul in Chicago last month were solemnised the first marriages under a new scheme recently announced by the dean and chapter, by which no couples will be married there in future unless they come to church provided with a certificate of good health. The announcement of the cathedral authorities that the marriage service must safeguard so far as possible the generations to come has been widely criticised by clergymen and others who have maintained that the Church has nothing to do with eugenics. It is argued that if certificates of health are to be incumbent on candidates for matrimony they should be supervised by the civil authorities before a marriage licence is issued.

Dean Sumner, of Chicago, declares that, notwithstanding the criticisms, he will persist in the new policy. He says he is much gratified to observe that "the majority of people approve the philosophy of our action, and recognise the desirability of placing some safeguard on marriage. The Church and the State must take the initiative in such matters."

The first couple married under the new regulations were Ruth Palmer, aged twenty, and Albertus Bode, a policeman, aged twenty-eight. When they presented themselves before Dean Sumner he inquired, "Have you certificates of health?" "No, we forgot them," was the reply. A brief consultation was held, and the couple departed and returned an hour later with a paper bearing the following:—

I hereby certify that Ruth Palmer and A. W. Bode are neither mentally nor physically deficient, nor have they any hereditary or communicable disease.
J. G. Craig, Physician and Surgeon.

Both the bride and bridegroom expressed emphatic approval of the new plan enforced at the cathedral.

INTIMATIONS

KEEP THE SKIN CLEAR



No other emollients do so much for pimples, blackheads, red, rough and oily skin, itching, scaly scalps, dry, thin and falling hair, chapped hands and shapeless nails. They do even more for skin-tortured and disfigured infants.

Sample with 25¢ box free from soap & ointment. New York, N.Y., 27 Chatterbox St., London, E.C. 4, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

87-K

Chs. J. Gaupp & Co.,

ALEXANDRA BUILDINGS,
CHATER ROAD.

WATCHMAKERS,
AND JEWELLERS,
OPTICIANS.

FINEST QUALITY
DIAMOND JEWELLERY
A SPECIALITY.

ENGLISH, AMERICAN AND SWISS
GOLD AND SILVER
WATCHES.

CLOCKS
of all descriptions.

45

If You Wear TORICS

you know you have the best. If you do NOT, you have not yet done the best you can to give your eyes comfort. It is possible to correct the vision of eyes that need glasses without using TORIC LENS. It would also be possible to use a motor-car without pneumatic tyres, but it would not be as comfortable. If you have failed to find real eye comfort, try a pair of TORICS. The deep inner curve conforms to the natural motions of your eye. Their advantage is particularly noticeable to players of tennis, golf, cricket, and billiards. Made in clear glass and tinted shades.

LARK & Co.
SCIENTIFIC OPTICIANS
100K BLDGS, CHATER RD.
HONGKONG.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and not to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. (Only supplied for Cash.)
P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

THE "STAR" FERRY COMPANY, LTD.
LOST.

SHARE CERTIFICATES No. 493 for 100 Shares Nos. 17400/17499 and No. 510 for 50 Shares Nos. 17350/17399, standing in the name of ARTHUR HENRY OSMAN, and SHARE CERTIFICATE No. 490 for 100 Shares Nos. 13305/13404, standing in the name of ALBERT EDWIN CHERRY, having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificates be produced at the Office of the Company, Kowloon Point, on or before the 15th May, 1912, New Certificates will thereafter be held by the Company as null and void.
EDWARD OSBORNE,
Secretary.
Hongkong, 1st May, 1912. [664]

YOSHIMITSU & Co.,
No. 9, BEACONSFIELD ARCADE
(Opposite the City Hall).

DEALERS in Leather Goods, such as TRAVELLING TRUNKS, GLADSTONE and other BAGS, etc., etc.
The only Leather Goods Store in the Colony.

We respectfully beg to announce to the General Public of Hongkong that the above Store is now Open at the above address, and solicits their inspection and kind patronage.
Hongkong, 4th May, 1912. [665]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT THE MALABAR COAST AND PROCEED VIA THE CAPE OF GOOD HOPE)
PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.
S.S. "MUNCASTER CASTLE"
On or about 25th May.
For Freight and further information, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, 4th May, 1912. [666]

NORDEUTSCHER LLOYD BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship
"COBLENTZ"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON To-day requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 10th inst. will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst. at 9.30 a.m.
All Claims must reach us before the 17th inst., or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 3rd May, 1912. [5]

NOTICE OF REMOVAL.
NOTICE.
We beg to notify the Public that our Office has been REMOVED to the First Floor of POWELL'S BUILDING, 12, Des Voeux Road Central.
BUME & REIF.
Hongkong, 29th April, 1912. [626]

THE OFFICE OF THE CREDIT FONCIER D'EXTREME-ORIENT has been REMOVED from Queen's Building to 2nd Floor, PRINCE'S BUILDING, opposite the King Edward Hotel.
Hongkong, 30th April, 1912. [629]

WANTED.
A SMART TYPEWRITER and CORRESPONDENCE CLERK, (Chinese), Good Knowledge of English and quick at figures.
Apply to—
THE MANAGER,
Care of "Daily Press" Office.
Hongkong, 1st May, 1912. [641]

WANTED.
POSITION as BOOKKEEPER or as ASSISTANT in Export or Import Firm by experienced European who speaks and writes English, French and German. Excellent References.
Apply—
X. Y. Z.,
Care of "Daily Press" Office.
Hongkong, 2nd May, 1912. [653]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities.
[423]

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-THIRD ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, St. George's Building, THIS DAY (SATURDAY), the 4th May, 1912, at 12 o'clock noon, for the purpose of presenting the Report of the Directors, together with a statement of Accounts for 29th February, 1912, and electing Directors and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from the 20th April to the 4th May, 1912, both days inclusive.
By Order of the Board of Directors,
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 4th May, 1912. [582]

ANGLO-JAVA ESTATES, LIMITED.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10, Canton Road, Shanghai, at 4 p.m., on WEDNESDAY, the 15th May, 1912, when the Directors' Report and Statement of Accounts for the Nine Months ended 31st December, 1911, will be presented.
The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 15th May, both days inclusive.
By Order of the Directors,
J. A. WATIE & Co., Ltd.,
Secretaries and General Managers.
643

JAVA CONSOLIDATED RUBBER AND COFFEE ESTATES, LTD.

THE SECOND ANNUAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at No. 10, Canton Road, Shanghai, at 4 p.m., on WEDNESDAY, the 15th May, 1912, when the Directors' Report and Statement of Accounts for the year ended 31st December, 1911, will be presented.
The TRANSFER BOOKS of the Company will be closed from the 6th to the 15th May, both days inclusive.
By Order of the Directors,
J. A. WATIE & Co., Ltd.,
Secretaries and General Managers.
644

INTIMATIONS

SCENIC RAILWAY.
31, QUEEN'S ROAD CENTRAL.

TIME TABLE.
EVERY DAY:
ORDINARY TRAINS at 6 p.m. and every half hour till 9 p.m.
Fare: 50 cents.
SPECIAL TRAINS at 9.30 p.m., 10 p.m. and 10.30 p.m.
Fare One Dollar.
EXTRA TRAINS on Wednesdays and Saturdays only, at 2 p.m. and every half hour till 4.30 p.m.
Fare 50 cents.
Children under 12 years of age half fare to EXTRA TRAINS.

THE COOLEST SHOW IN THE EAST!

ICED AIR PROVIDED.
LAWN BOWLS OPEN CHAMPIONSHIP OF HONGKONG.

ENTRIES for the above Competition Close on May 7th.
A. RAMSAY,
Hon. Secretary.
Hongkong, 3rd May, 1912. [659]

G. R.

NOTICE TO MARINERS.
HARBOUR MASTER'S DEPARTMENT.

WITH reference to Government Notification No. 8, 1911 of 19th July, 1911, it is hereby notified that on and after 29th April, 1912, the KAP SING ISLAND LIGHT—a Double Flash White Light visible all round except where masked by MA WAN ISLAND—will be exhibited as follows:—
1 second light, 1 second obscured, 1 second light, 7 seconds obscured, visible 9 miles.
During Fog and Heavy Rain a Bell will be struck every 11 seconds.
The Skeleton Tower, cabin and dwellings as well as a patch on Rocks situated Close to the Water under and South-East of the Tower will be Painted White.
C. W. BECKWITH, Commander, R.N.,
Harbour Master, &c.
Hongkong, 25th April, 1912. [627]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES, CROSSES and HEADSTONES, BLACK, RED and GREY GRANITE MEMORIALS in Stock.
WREATHS with Glass Shades from \$4 up.
BROWN, JONES & Co.,
41, Morrison Hill Road.
Telephone 423.
Hongkong, 18th October 1911. [776]

PICNIC PARTIES.
LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be Hired for Picnic Parties by the Hour or Day.
Apply for Terms to the Manager,
H. HAYNES.
Hongkong, 1st March, 1912. [389]

INTIMATIONS

LANE, CRAWFORD & CO.
OUTFITTING DEPT.

NEW SHIRTS

BEST QUALITY ZEPHYR NEAT STRIPES. FINE WHITE LONGCLOTH EXTRA LIGHT. AERTEX CELLULAR WITH SOFT CUFFS. ALL LONDON MADE AND PERFECT FITTING.

MUSIC DEPT.

PIANOS, New and Second Hand.

BROADWOOD, BRINSMEAD, COLLARD, SQUIRE, CHALLER, ALLISON, DORNER, ETC.

SALE OR HIRE. EASY TERMS.

Old Pianos taken in exchange.

LANE, CRAWFORD & CO. [51]

NOTICES OF FIRMS

NOTICE.

M. B. WILLIAM GILBERT WORCES. TER has This Day been admitted a partner in our Firm, which will continue to carry on the business of Share and General Brokers as heretofore under the style of "MOXON & TAYLOR."
MOXON & TAYLOR.
Hongkong, 1st May, 1912. [640]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. A. B. ROUSE will act as SECRETARY of the Society.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 2nd May, 1912. [651]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

FROM This Date and during my Absence from the Colony Mr. A. B. ROUSE will act as SECRETARY of the Company.
By Order of the Board,
C. MONTAGUE EDE,
Secretary.
Hongkong, 2nd May, 1912. [642]

NOTICE.

NO ORDER or Orders for Machinery, Goods, or Working Materials to be supplied to the GLASS FACTORY at New Kowloon, or to the WEAVING FACTORY (亞通公司) in Canton, or to the YUE YICK LIME-SAND BRICK FACTORY at Mut Li Sha, Fat Shan, (佛山美利沙), ARE VALID, unless they are Signed by the Undersigned, or during his absence from Hongkong, by Mr. Wong Yui Po, and also checked by the latter with the stamp of the Yu Wo Fat Firm (裕和發).
THIO TIAU SIAT.
張肇熒
Hongkong, 1st May, 1912. [642]

JUST RECEIVED: STAMPS OF CHINA PORTUGAL AND COLONIES with "REPUBLIC" SURCHARGES.

GRACA & CO.
HONGKONG HOTEL BUILDING,
PEDDER STREET, HONGKONG.
452

SOUVENIRS OF THE DELHI DURBAR.

UNIQUE FOR HOME DECORATION.

JUST Received a Rare Consignment of Beautiful Delhi Work, Washable.

Early inspection solicited.

HOOSAIN-ALI & Co.,
No. 14, Queen's Road Central,
Corner of Zetland Street, Hongkong.
Hongkong, 17th April, 1912. [50]

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 80 cts. per lb.
"DAIRYMAID" ... 75 " "
"BUTTERCUP" ... 70 " "
"PASTRY" ... 65 " "

THE DAIRY FARM CO., LTD.

[50]

ENTERTAINMENTS

THEATRE ROYAL.
TO-NIGHT! TO-NIGHT!

THE GREAT RAYMOND.

THE LAST WORD IN MAGIC.

THE GREAT ILLUSIONIST.

Will give his First Performance in Hongkong TO-NIGHT.

TO-NIGHT that Performance will be "THE TALK OF THE TOWN."

Qualify Yourself to Voice an Opinion. It is sure to be favourable to RAYMOND.

SPECIAL MATINEE: TO-DAY. Children Half-Price.

By kind permission of Col. HAMILTON and Officers the Band of the K.O.Y.L.I. will be in attendance.

PRICES: \$3.50, \$3, \$2 and \$1.

Booking at MOUTRIE'S. Late Car to the Peak. Only Tickets for Saturday Night hold good for To-night.

Hongkong, 29th April, 1912. [557]

THEATRE ROYAL. HONGKONG.

FIVE NIGHTS ONLY. Commencing: WEDNESDAY, May 8th.

ROUND THE WORLD ON A WAVE OF LAUGHTER.

MAURICE E. BANDMANN PRESENTS AT ENORMOUS EXPENSE THE ONE ONLY ORIGINAL

R.G. KNOWLES R.G. KNOWLES AND CONSTELLATION OF LONDON STARS.

A WORLD TOUR BY WORLD-FAMOUS ARTISTES.

PRICES: \$3.50, \$3.00, \$2.00 and \$1.00.

Seats Now Selling at MOUTRIE'S. Hongkong, 3rd May, 1912. [631]

BIJOU SCENIC THEATRE.

FLOWER STREET.

THE HOME OF THE LATEST PICTURE PLAYS.

WHERE EVERYBODY'S GOING NIGHTLY.

AT 7.15 P.M. AND 9.15 P.M. EVERY EVENING.

Lessee and Manager: R. H. STEPHENSON.

Hongkong, 1st May, 1912. [647]

VICTORIA THEATRE.

THE FINEST FILMS IN THE COLONY.

Two Performances: 7.15 P.M.—FILMS ONLY—7.15 P.M. 9.15 P.M.—FULL PROGRAMME—9.15 P.M.

DEBUT OF THE CELEBRATED SKETCH ARTISTES.

FRED—GRAHAM AND DENT—NELLIE.

From the Gaiety Theatre, London, The Fifth Avenue Theatre, New York, and The Williamson Circuit in Australasia.

Hongkong, 3rd May, 1912. [58]

MITSU BISHI GOSHI KWAISHA.

(MITSU BISHI CO.) COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA COAL, MUTABE YOSHINOTANI, HOJO, KANADA, NAMAZUTA, SAYO SHINKEW and KAMIYAMADA.

Collieries, AGENTS for KISHIDAKE and SAKITO Coals.

HEAD OFFICE:—MABUNOUCHI, TOKYO.

BRANCH OFFICES:—NAGASAKI, MOJI, KANAGAWA, YAMAGUCHI, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above: "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

YOKOHAMA: M. ARADA, Esq. CHINKIANG: Messrs. GRAHAM & Co. MANILA: Messrs. MACDONALD & Co. SINGAPORE: Messrs. BOHNE & Co., Ltd.

For Particulars, apply to Y. SHIBUYA, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 10th August, 1911. [616]

TO LET

TO LET. OFFICE in Alexandra Buildings.

Apply—A. S. WATSON & Co., Ltd., Alexandra Buildings. Hongkong 26th February 1912. [367]

TO LET. OFFICES in King's Building.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1912. [129]

TO LET. SHOP with GODOWN attached, Nathan Road, Kowloon.

KOWLOON MARINE LOT 48 with WHARF.

Apply to—HUMPHREYS ESTATE & FINANCE Co., Ltd. Hongkong, 18th April, 1912. [525]

TO LET. OFFICES and GODOWNS in Duddell Street.

No. 12, BEACONSFIELD ARCADE, First Floor. No. 13, BEACONSFIELD ARCADE, First Floor.

"WESTWARD HO," No. 13, Bonham Road, with Garden.

"ROGATE" Austin Road, Kowloon, from 1st April.

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 1st May, 1912. [122]

TO LET. 2ND FLOOR, No. 2, PEDDER STREET.

OFFICES at present occupied by U.S. Consul-General.

OFFICES at present occupied by U.S. Public Health and Marine Hospital Service. Can be divided to suit tenants.

JARDINE, MATHESON & Co., Ltd. Hongkong, 30th April, 1912. [632]

TO LET. GODOWN, No. 4, New Praya, Kowloon.

Apply—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 1st May, 1912. [120]

TO BE LET, ON OR ABOUT 1st MAY, 1912.

SHOPS and OFFICE, in Alexandra Buildings, adjoining the Hongkong Dispensary, at present occupied by Messrs. Wm. Powell, Ltd.

A. S. WATSON & Co., Ltd., Alexandra Buildings. Hongkong, 29th August, 1911. [123]

TO LET. "LEUKNOE," 115, The Peak, Furnished for July and August.

Apply—MAJOR TULLOCH, Head Quarters Office. Hongkong, 29th April, 1912. [628]

TO LET. BEACONSFIELD. Will be converted into a First Class Boarding House with Large Dining Room, Thirty Bedrooms and Eighteen Bathrooms. Plans to be seen at our Office.

Apply—LINSTEAD & DAVIS, Alexandra Buildings. Hongkong, 20th March, 1912. [481]

TO LET. OFFICES on 3rd Floor, Hotel Mansions facing Harbour.

OFFICES on 1st Floor, Hotel Mansions. Apply to—HENRY HUMPHREYS, Alexandra Buildings. Hongkong, 12th March, 1912. [388]

TO LET. A T BOKKOSAN (on the heights behind Kobe, Japan), FULLY FURNISHED BUNGALOW—Large Living Room, 5 Bedrooms, 4 Bath Rooms, usual Kitchen and Servants' Quarters. Rent, Yen 600 for the Season (May/October) inclusive.

FULLY FURNISHED BUNGALOW—Living Room, 5 Bed and 3 Bath Rooms, Kitchen and Servants' Quarters. Rent, Yen 500 for the Season.

This BUNGALOW could be divided to suit Two Small Families, giving each a Dining Room and Two Bath Rooms.

Apply to—WHYMARK, ALLION & CROMBIE, Auctioneers and Estate Agents, No. 72, Kyo Machi, Kobe, Japan. [620]

ON SALE. HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.

REVIEWED BY THE MEMBERS.

PRICE - - - \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912.

"ALWAYS, MORE OR LESS, UNWELL."

NEVER ENTIRELY FREE FROM INDIGESTION AND CONSTIPATION.

USED MOTHER SEIGEL'S SYRUP TWO WEEKS AND "FOUND THE BEST OF HEALTH."

This is only one of thousands of similar frank, free statements in writing, which are constantly coming to the proprietors of Mother Seigel's Syrup. They come from all parts of the world. This one will interest you as a South African because it is nearer home; it may be that the writer of the letter, Mr. A. G. Ball, is your townsman, or acquaintance.

Mr. Ball is a member of the well-known grocery firm, Ball Brothers, 105, Kloof Street, Cape Town. In a letter dated December 28th, 1911, he says: "For years I was never entirely free from those painful diseases, Indigestion and Constipation, and at certain times the attacks were so severe that I was almost incapable of doing any work. I was always feeling more or less unwell, became weak and despondent, and often had prolonged bilious headaches. Even Kaffir food was distasteful to me, for after eating it vomiting always followed. Sleep, at nights, was a rare thing, as excruciating pains caused me great agony."

You never reach that wretched condition in a few days, or a month; it generally comes on after a long period of inattention to your health. How much wiser it would be to ward off such conditions—instead of waiting until your clogged-up condition has poisoned your blood and stagnated your whole digestive system.

"For years I was never free" from these conditions, says Mr. Ball. "I tried many medicines, but got only temporary relief, some of them being quite useless. Having heard of the efficacy of Mother Seigel's Syrup, I began treating myself with it."

GOOD HEALTH IN TWO WEEKS.

"Beyond my most sanguine hopes the first few doses gave me great relief. I was able to obtain refreshing sleep; my appetite was decidedly good, and I was able to digest and enjoy my food. Indeed, so rapid was my improvement that two weeks found me in the best of health and capable of any exertion."

Mr. Ball adds that he now "keeps a bottle of the Syrup handy, for use as a tonic," and "recommends it to his friends."

There is no other preparation so well and favourably known as Mother Seigel's Syrup—the great herbal remedy which has been a household word for 40 years. It is made of medicinal extracts of roots, barks and leaves, which strengthen and stimulate the action of the stomach, liver and bowels. Thus it purifies the blood, cleanses the system, aids digestion and gives you nourishment from your food.

You can do better than Mr. Ball did, if you use Mother Seigel's Syrup just as soon as you feel the first signs of Indigestion, Constipation and Stomach disorder. Don't wait, as he did, until you become "always more or less unwell" for years. And you will always be safe, if you keep a bottle of the Syrup handy, to use as a tonic.

PLASMON**The Great Nerve and Brain Food.**

PLASMON COCOA, PLASMON CHOCOLATE, PLASMON BISCUITS, PLASMON OATS.

PLASMON is used by the ROYAL FAMILY
Plasmon, Ltd., London, Eng.**FASHIONS AND FANCIES.**

SOME PRETTY GOWNS.

The severity of the all-in-one gown, with its scarcity of trimming, is now beginning to disappear and fancy has resumed her rôle of varying the smart frock. One of these has a double skirt, the upper one fastened down from the waist by four ornamental motifs of silk braid. The folds are then allowed to fall below the knee, and are there skilfully turned back and draped under more of the ornamental motifs in such a manner as to give a certain fullness and freedom to the fit while at the same time clinging in the now orthodox fashion. The bodice is extremely pretty, being caught down the front with three motifs over a lace underdress. The drape of the bodice is drawn away to show this for some inches above the waist, and the fullness disappears under a high, draped deep-blue silk belt from which fall pleated ends at the back. The kimono sleeves are carried to the turn of the elbow; where they are finished with motifs of passementerie similar to those on the gown, and hanging tassels to match. Lace pleated rather fully hangs over the arm, and a pleated collar of similar lace finishes the bodice at the neck with a knot of passementerie like those on the sleeves.

THE NEW MATERIALS.

Owing to the extreme suppleness of the new materials the success of a gown depends chiefly on the skill shown in draping it. For instance, a home reception gown in silk crepe has a flat skirt and train arranged to fall in clinging folds under a belt in silver-grey satin, contrasting with the coral-pink of the crepe. The belt is draped rather high round the waist, and falls in long fringed ends. The bodice is carried high on the shoulders over a guimpe and sleeves of silver embroidery interspersed with pink coral. In this instance the collar is very high and very tight, but there are quite as many gowns with cut-away necks and turn-down collars as there are of the contrary persuasion. People are beginning to discover how ruinous to the shape and colour of the neck the tight collar is, and has been for many years. Those who have found this out too late remain faithful to the high collar, but young girls, and many young married women, have adopted the frilled or plain turn-down. Many gowns are worn without any collar whatever; others have a fichu more or less gracefully arranged.

A HARD LINE.

One of the defects of the coat and skirt arrangement, with deep turn-down collar, is the hard line that it makes round the neck at the back and sides, relieved in front, though it be by the lace-topped vest. In many cases this hard line is well, one may almost say disfiguring. It needs a superb complexion to obviate this. The little coats themselves are very dainty and pretty, for the revers are fichu-shaped, and are usually trimmed with ornamental galon or a band of lace or embroidery. These again are of the cross-over family, and fasten with one button, or perhaps two, at the left side. The sleeves are full-length, tight to the arm, and finished with a band of trimming similar to that on the revers.

THE RETURN OF THE REPLAID.

Some very graceful gowns are due to the return of the replaid points in favour some fifteen years ago, and tentatively introduced during the last two seasons. A very charming gown made to fit the normal figure is in aluminium-grey satin and silver guipure, the long point in front ending in a silver tassel. One side of the bodice is in the guipure, the other in the satin buttoning down on the lace in three tabs in a diagonal line. There is a chemise of pale pink nixon. A short train finishes the skirt at the back, which is so well cut as to cling in to the figure and yet give absolute freedom to the feet.

WATERPROOF SATIN.

The new waterproof satin is hailed with joy by those who object to the limited number of colours in an ordinary waterproof coat. The satin may be in any colour, and the coat is made in a smart shape finished with velvet collar and cuffs, and so arranged that it can button up the front if necessary. Much study has resulted in the production of waterproofs so light that they can fold up and slip into a neat little bag of similar silk. One of more substantial and yet light and supple satin is in black lined with pale blue satin and fitted with pockets which, if small, are certainly preferable to none.

THE OLD-FASHIONED RUCHÉ.

Our grandmothers' ruches are back again, and used by the mile on the new spring taffetas gowns and skirts. All trimmings, including these ruches, are kept as flat as possible, so that the line of the gown may not be interfered with. Flounces, also in again, are in the same way made with very little fullness, and are arranged as flat as possible. In one case, with a taffetas walking dress in shot pale blue and gold, a narrow flounce with hemmed edge passes across the shoulders, almost meets at the waist, and thence descends in shallow curve to the hem.

FLOUNCES THAT ARE FLAT.

It really has no right to be called a flounce, so perfectly flat is it kept, except for the fullness necessary to turn it back from the hem and start it on its voyage up to the waist at either side of the tiny train at the back. Another revival is that of piping both for gowns and coats, and together with the fichu of the moment we appear to be reverting in many ways to the fashion beloved of our grandmothers.

TAFFETAS GOWNS FOR SPRING WEAR.
In London the new taffetas outdoor frocks are made walking length, and only those for occasions such as paying calls, attending concerts—and not always even then—are guileless of any train. Shot taffetas is in great favour, and a gown of this material is worth describing. The skirt, falling in straight lines, but not tight to eccentricity, is trimmed down one side with buttons in groups of three, and little flat bows of ribbon matching the silk. Over it falls a tunic of embroidered net rising in front in a bib-shape, which is very slightly pouched over a folded belt of the silk, fastening with three flat buttons. This tunic is short in front, not quite reaching the knees, but at the back falls in a long panel, which detracts from the unbecoming tightness of so many gowns of the present moment. The bodice is collarless, but a little frill turns back from a two-inch guimpe and forms the sleeve for some three inches below the

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[636]

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[128]

BOVRIL

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470

shoulder, where undersleeves of the embroidery appear from under the short silk ones. A very deft touch is the frilled cuff, which just passes the elbow. The favourite length for sleeves appears to be that just described. It comfortably turns the elbow and meets the twelve-button glove.

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[384-2]

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[1134-1]

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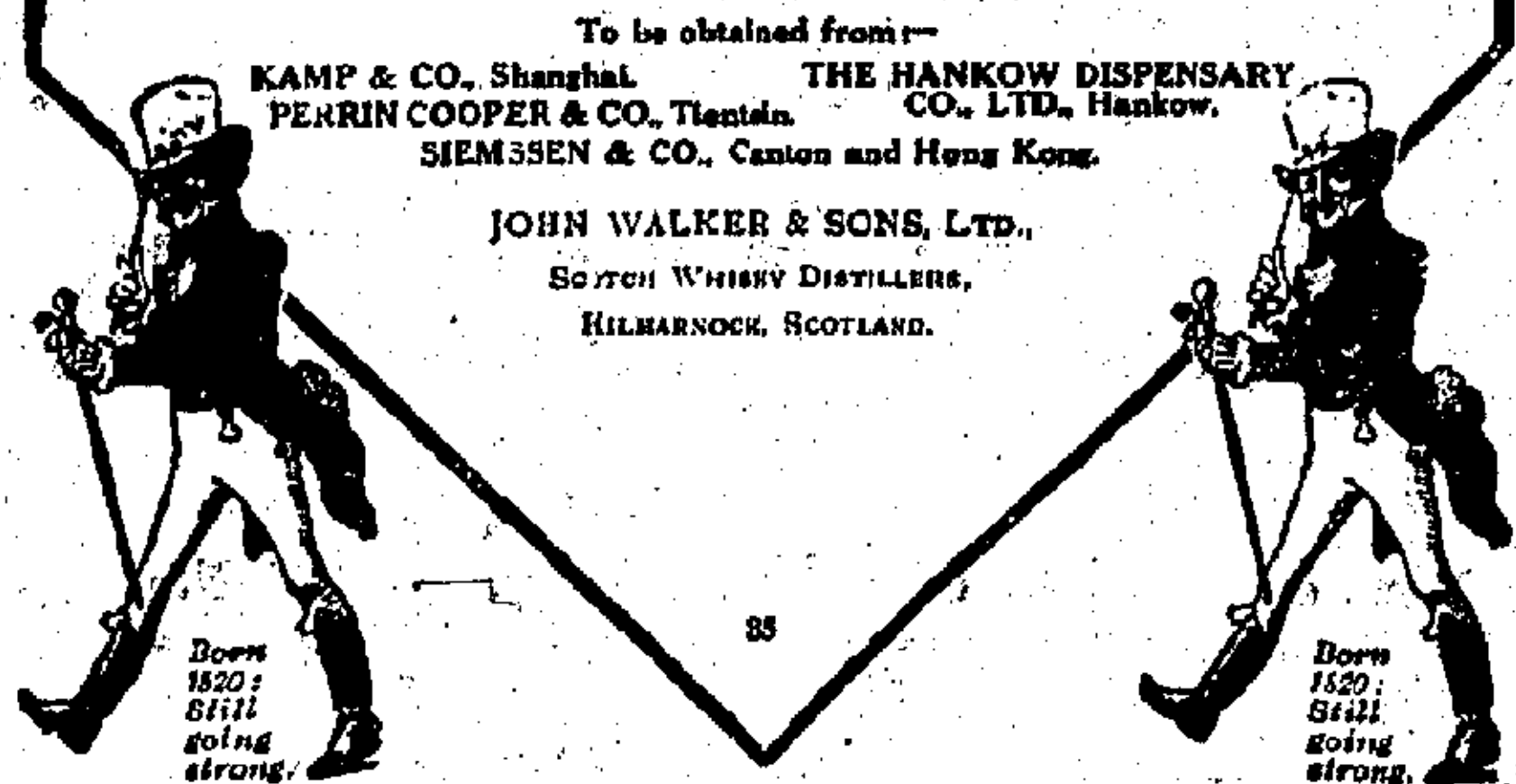
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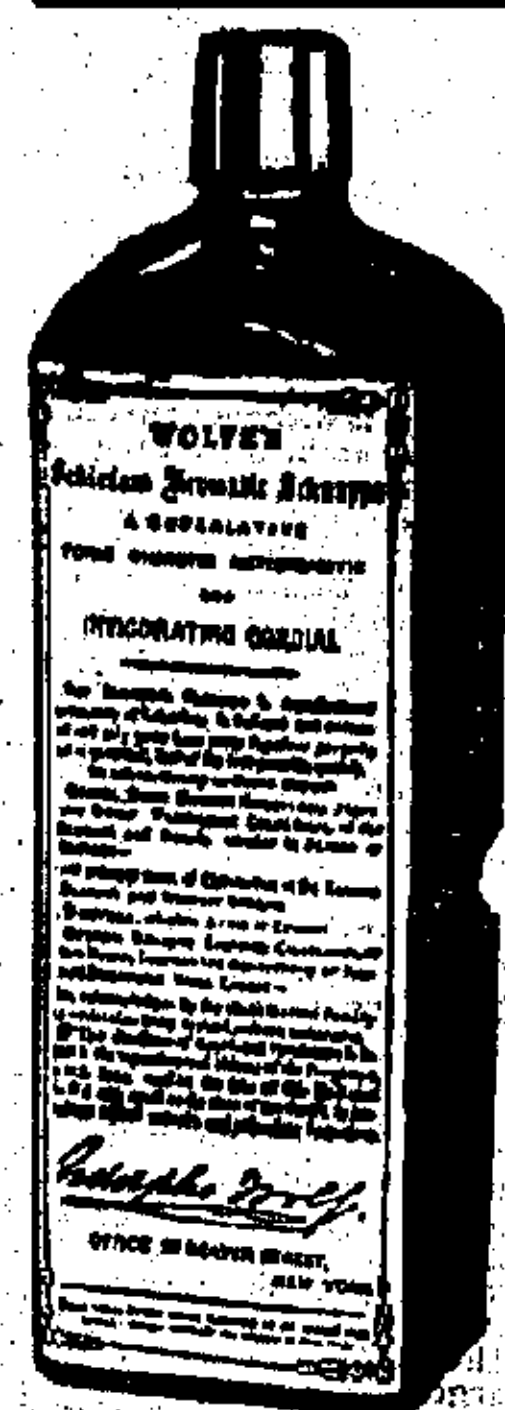
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SCIENTIFIC MISCELLANY.

STATUS OF RADIUM THERAPY.

Among the diseases that have yielded to radium, Sir J. M. Davidson mentions a troublesome affection of the eyelids known as "spring catarrh." This occurs in young people, the upper eyelids especially being covered with rough granulations, and until recently it was incurable, but since radium has been applied every case treated has been completely and painlessly cured. Rodent ulcer, X-ray burns, small cancers of the tongue and lip, and certain large tumors also give good results under radium treatment. Lupus is more resistant, and radium—like X-rays—has failed as a cure for large cancers, although it may have some effect in checking their growth. Of cheaper substitutes for radium that have been tried, uranium, thorium and actinium have been found too feeble to have any real efficacy. The meso-thorium discovered by Otto Hahn, a disintegration product of thorium, has aroused considerable expectation, and is being experimented with medically in Germany. Weight for weight, it is even more powerful than radium, its rays being the same. The supply should be much larger than that of radium, but its lower cost is partially offset by its short life—only seven years.

OZONE AT DIFFERENT SEASONS.

An interesting investigation of the ozone in the outer air during six months has been reported by H. N. Holmes to the American Chemical Society. In June and July there was no response to the usual test quicker than an hour and a quarter, except in a thunderstorm, when the record was 15 minutes; and in the hottest July days there was no evidence of ozone. No trace was found at night, indicating that the ultra-violet rays of sunlight have much to do with ozone. In November, the days being cold and bracing, one test showed ozone in 25 minutes, and others in 30 to 40 minutes. At this time much ozone must have been formed by the silent electric discharge between earth and clouds.

POLICE TELEPHONES.

Near Berlin little circular boxes at frequent intervals give connection for the pocket telephones of the police, who are thus quickly placed in communication with headquarters.

MAKING MOLECULES VISIBLE.

The minuteness of the molecules that make up all solids, liquids and gases is inconceivable, as Sir J. J. Thomson strikingly illustrated the other day at the London Royal Institution by saying that a physicist collecting molecules at the rate of one a second since the habitable world began—say, 100 million years—would not yet have enough to be detected by any direct chemical method. But we have been able to detect them through their tremendous speed. The rate of the alpha particles from radium is over a million miles a second, this great velocity giving each particle an energy greater than that received by the eye from a candle three-fifths of a mile away, and suitable conditions enable the eye to perceive even smaller particles than this. One method is through the light emitted as a molecule strikes a suitable material. In the spintharoscope each particle bombarding the screen of zinc blende gives a splash of light, and these splashes show the number of particles arriving. Another method of detecting molecules is due to the discovery of C. T. R. Wilson that rapidly moving molecules shatter those of gas with which they come in contact, leaving behind electrically charged bodies that act like dust in condensing on themselves drops of moisture. When a gas that has been bombarded by the alpha particles is brought into a highly-saturated, dust-free atmosphere, the gas particles act like dust, and a mist appears. Röntgen rays produce such a mist, in this case due to the high speed of the negatively electrified particles sent out. A molecule of air has an average motion of twelve miles a minute, but this may be increased 10,000 times in the electrified field of an induction coil, and the accelerated molecules give light on striking a sensitive screen. On deflecting the electrified molecules by a magnet—the smallest being turned away most—each element may be shown on the screen as a luminous line, and the lines may be photographed.

AN EXTRA LUNG FOR MUSICIANS.

A unique apparatus called the "aerophon," the invention of Bernard Samuels, German court musician, is designed to reinforce the lung-power of performers playing by mouth on such reed instruments as the clarinet, oboe, etc. By means of a foot bellows and a tube ending in the mouth of the player, any extra air needed can be obtained, and musical effects hitherto quite out of reach are made possible.

ALLOYS FOR TUNING-FORKS.

In tuning-fork steel, a French metallurgist finds that chromium raises the pitch of the sound and nickel lowers it, an alloy having 38 per cent. of nickel

THE BLOOD is the LIFE of the FLESH

Dr. Morse's Indian Root Pills—What they are and what they do. Their Four Principal Ingredients.

It is an established fact that all diseases spring from one source, namely: Impurity of the Blood. Therefore our strength, health, and life depend upon the vital fluid. When the various passages become clogged, and do not act in perfect harmony with the different functions of the body, the blood loses its action, becomes thick, corrupted, and diseased, thus causing pains, sickness, and distress of every name; our strength is exhausted; and if Nature is not assisted in throwing off the stagnant humours, the blood will become choked and cease to act, and thus our light of life will be extinguished. How important, then, that we should keep the various passages of the body free and open, and if assistance is necessary to have at hand that invaluable remedy, Dr. MORSE'S INDIAN ROOT PILLS, manufactured from plants and roots which grow around the mountain cliffs in Nature's garden, for the health and recovery of diseased man.

One of the roots from which these Pills are made is a SUDORIFIC, which opens the pores of the skin, and assists Nature in throwing out the finer parts of the corruption within.

The second is a plant which is an EXPECTORANT that opens and unclogs the passage to the lungs, and thus in a soothing manner performs its duty by throwing off the phlegm and other humours from the lungs by copious spitting.

The third is a DIURETIC, which gives ease and double strength to the Kidneys; thus encouraged, they draw large amounts of impurity from the blood, which is thrown out bountifully by the urinary or water passages, and which could not have been discharged in any other way.

The fourth is a CATHARTIC, and accompanies the other properties of the Pills while engaged in purifying the blood, and the coarser particles of impurity which cannot pass by the other outlets are thus taken up and conveyed off in large quantities by the bowels.

From the foregoing it is shown that Dr. Morse's Indian Root Pills not only enter the stomach, but become united with the blood, for they find the way to every part, and completely root out and cleanse the system from all impurity, and the life of the body, which is the blood becomes perfectly healthy; consequently all sickness and pain are driven from the system, for they cannot remain when the body becomes pure and clean.

Dr. MORSE'S INDIAN ROOT PILLS are an efficient, reliable, and safe remedy placed on the market at a price within the reach of all. The Pills being sugar-coated, are pleasant to take, and retain their full medicinal properties. They are packed in amber-coloured bottles—not in cheap wooden or pasteboard boxes—and are thus always fresh and clean, impervious to moisture, unaffected by climatic conditions, and do not deteriorate by keeping as all liquid medicines do.

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IT SOMETIMES HAPPENS
Mother! Mother! Mother!
Sprinkle Keating's over me.
For 'Tis been all a while
And caught a bug or two.
KILLS BUGS
ALL INSECTS.

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A Captain in Kitchener's Scouts



Nervous Breakdown, Paralysis—

The master force which conquered the most perilous afflictions and enabled him to endure amazing hardships, says Captain Henderson, is derived entirely from Phosferine. Exposed by his adventurous life to an extraordinary series of misfortunes, from being disabled in action, to sunstroke, enteric fever, and paralysis of the legs, this gallant officer was yet able, entirely owing to the aid of Phosferine, to leave the hospital and fight through to the end of the Boer War! Under blows which make men reel and fall, Captain Henderson was supported by the vitalising and bracing qualities of Phosferine, that actually on his return home he was robust and vigorous enough to win four military prizes in one day, including the famous Victoria Cross Cup!

Cured with Signal Success.

Captain D.E. Henderson, 1, Marrio Avenue, Clontarf, Dublin, writes:— "During the late Boer War, I had a severe shock from lightning, and an injury to the spine through my horse being killed in action and rolling on top of me. In India, some years previously, I had an attack of sunstroke, and was five months in hospital with Enteric Fever. These troubles told upon me, and ultimately resulted in a complete nervous breakdown when in Pretoria. I was admitted to hospital when I had lost the use of my legs. I was treated for neuritis and sent out only partly cured, and then started taking Phosferine systematically and regularly. The benefit I received was marvellous; in two months time I was back in the field and fought right through until the end of the war. Owing to a great financial loss, which preyed on my mind, I had a second breakdown, and the doctor told me that I would probably be paralysed for life. I thought again of Phosferine, and after using it about three weeks my strength gradually returned and the frightful depression and weakness left me. The proof of which is that, in the military sports, I won four prizes in one day, including the Victoria Cross Cup."—July 14, 1911.

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THE GREATEST OF ALL TONICS

A PROVEN REMEDY FOR

Nervous Debility, Indigestion, Headaches, Sleeplessness, Neuritis, Maternity Weakness, Premature Decay, Mental Exhaustion, Lassitude, Headache, Faintness, Brain-Fag, Backache, Rheumatism, Headache, Hysteria, and all disorders consequent upon a reduced state of the nervous system.

The Royal Tonic

Phosferine has been supplied by Royal Commands

To the British Royal Family, H.M. the Empress of Russia, H.M. the King of Spain, H.M. the King of Greece, H.M. the Queen of Romania, H.M. the Queen of Spain, H.M. the Dowager Empress of Russia, H.M. the Grand Duchess Olga of Russia, H.M. the Grand Duchess of Hesse, The Imperial Family of China.

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FREE.



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MABIE, TODD & Co., Manufacturers, LONDON.

THE WRONG NUMBER.

BY LOUIS TRACY.

(Author of "The Final War," "Rainbow Island," etc.)

Mr. Charles Jordison Brooke leaned back in his chair, yawned long and loudly, there being no other person present, and rolled a cigarette. "Botten!" he growled, eyeing with active animosity a typewritten brief, whose big, thick pages sprawled across the table in front of him. "The fellow hasn't a ghost of a chance. Here's a credible witness who saw him coming out of Lady Portchaw's room, and the theft was discovered five minutes later. And look at his record! Three times hard labour—once penal servitude! Verdict, 'guilty'; sentence, seven years and three months' for the defence. Mr. Charles Jordison Brooke! Nice thing to go to Newcastle for in the dog days! The only thing that puzzles me is how any sane person could be induced to put up twenty guineas for my valuable services. Some poor fool of a woman, I suppose."

That final thought softened his mood. He blew a jet of smoke from between tightly-compressed lips, rose and strolled to the window, where he stood a minute or more, looking out over the Temple Gardens and along the gracious vista of the Victoria Embankment, where the towers and spires of the Houses of Parliament shone in a blue haze beyond the splendidly strong lines of Waterloo Bridge.

"Some woman who loves him," he mused. "Probably, my fee and the solicitors' costs may take her last penny. For Mowlem and Wrench would make sure that the money was available before they moved a clerk's eyelid. A stupid case! Little in it for me, and extinction for him, poor devil!"

He returned to the table, sat down again, and read the concluding lines of the brief.

"It will be difficult, almost impossible, to shake individual testimony. We recommend a determined effort to convince the jury that the whole body of evidence is insufficient."

"Do you?" snapped Brooke. "I can see old Mowlem adjusting his gold eye-glasses carefully before he wrote those words of wisdom with his best quill pen. Seven plus three is ten for the prisoner; multiplied by two. Mowlem and Wrench, the product is twenty for me."

Charles Jordison Brooke was known to a limited section of the public as a rising young barrister, to a few solicitors as a smart youngster, and to Mr. Jecks, the eminent K.C., as a reliable junior. He was clever, ambitious, and keen in his profession, and the solitary brief that demanded his presence at the North-Eastern Assizes at Newcastle four days later provided just one of those negative cases he disliked.

Nevertheless, youthful members of the Inns of Court cannot afford to pick and choose, when a notable firm of solicitors seeks their advocacy, and the gleam of sentiment aroused by the notion of a mother or wife, or some woman even more to be pitied, pawing her belongings to defend a man, yielded to the agreeable reflection that Mowlem and Wrench had applied to Mr. Brooke, and not to one other of the legal luminaries twinkling in every set of chambers within the square of the Temple.

He wrote a brief note to his clerk, glanced at a clock on the mantelpiece, and was pondering no more important question than the choice of a restaurant for lunch, when the telephone bell rang.

"Jecks, for a pony!" he muttered. Wants me to devill all the afternoon—will explain points while we sandwich and beer at the Law Courts. Now, who wasn't it?" He lifted the receiver. "Hello!"

"Is Mr. Brooke in?" came the query, clear and sweet, in tones as far removed from Mr. Jecks's Olympian accents as the murmur of a rivulet from the rumbling thunder.

"Yes," he said. "May I speak to him?" "I am Mr. Brooke."

"How silly of you, Charlie! Why didn't you say so at once? Surely you knew my voice?"

"Charlie" was taken aback. Two ladies in London, his mother and his aunt, were entitled to address him in that style, and the speaker was neither of them. Five minutes earlier while immersed in the brief, he would have sought a direct explanation; now he temporised.

"I think I would know it among ten thousand," he said. "Is that really you, Charlie?" This a little doubtfully.

"Of course it is. I shall be asking who you are next."

"I'm Meg, of course. But—I don't often use a telephone—no matter—can you get off this afternoon?"

"Delighted! There are we going?" Mr. Brooke winked solemnly at the clock, because of the success of his ruse in extracting the lady's name, in part, at any rate.

"You don't mean to say you have forgotten?"

"My dear Meg, consider how busy I have been all the morning!"

"You surprise me! What microbe of industry has wrought such a change?" The pleasant rallery of the question suggested many possibilities. Brooke caught at the likeliest one.

"A fellow must make a show sometime," he said. "I'll tell you, Charlie, laughed the unknown."

"Please don't!" he gasped. "But why not? She will be pleased."

"I'd prefer you to discuss this afternoon's arrangements," he said.

"Well, I suppose it is too far for you to call here?"

"Such a waste of a lovely day. Let us bask in the sunshine!"

He was acutely aware of the unseen speaker's momentary bewilderment; then she explained the pause.

"I cannot understand your complete forgetfulness," she said. "Anyhow, we can leave that till we meet. Where do you suggest? I don't know London very well."

"What about Charing Cross—under the clock?" he gurgled.

"Is that near the Tate Gallery?"

"No, oh, no! Shall we say the bookstall in Victoria Station, Brighton line?"

"Charlie, you puzzle me. Perhaps it is the telephone and my fingers are tired. Very well, the bookstall at Victoria, at two."

"Make it 2.30." He spoke without reflecting. For a blissful instant he fancied the appointment was a real one, and he must eat.

"All right." "Brighton line?" "Yes, yes. Who would ever confuse it with the South-Eastern?"

"But I say, Meg." "What is it now?" "How will you be dressed?"

"In my blue, with a sweet pea hat. Why ever do you ask?"

"Because I might get confused, and address the wrong girl—that is, I mean some other girl."

"Charlie, how can you be so ridiculous?"

Brooke sighed. He was sure she was pretty and slim, and a blue costume with a sweet pea hat must be quietly attractive; but the joke had gone far enough. Now he must laugh, and apologise. There was no harm done. The lady had plenty of time to secure the right number. To help her, if necessary, he stretched out a hand for the telephone directory.

The fact is, Meg, I have a confession to make," he began.

"And I shall be late for luncheon," she cried, and, to his real dismay, he heard the replacing of the receiver on its rests at the other end of the line.

He called up the exchange in a flurry. "Get me that number which was connected here a moment ago. Don't fail, for goodness' sake!" he appealed.

After some delay, he was switched on to a West-End call office, and a Cockney boy assured him that the lady was a strange lydy—deponent knew not 'oo the lydy was, or where she kem from.

"Was she a young lady?" "Yus, not more'n twenty."

"Tall?" "Middlin'."

"Slightly-built, and good-looking?" "Ra-ther! But, look 'ere, mister, we ain't allowed to talk about customers."

"You must answer, or I shall report you."

Silence. There is no wall more impervious than the dead negation of a sulky telephone. There followed a furious demand by Brooke for the clerk in charge of the local exchange, and after more delay, a courteous official explanation was forthcoming that a young lady, unknown, had asked for and obtained a number which was registered in the book at the call as his, Brooke's—889, Temple.

He turned despairingly to the array of Brookes in the directory, and called them up, one by one. He was regarded telephonically with suspicion, amusement, annoyance, even contempt, but none would admit the least intent to escort a young lady named Meg to the Tate Gallery that day. By the time he had made an end it was nearly two o'clock.

By no means pleased with himself for the idle conceit of a midsummer's day promised to distress a charming girl and at least one other person named Charles Brooke—the barrister resolved to deal with an awkward incident in the only possible way. If anyone suffered, it must be himself, no matter what the outcome; he must save the young lady at Victoria from herself on her mercy, and take every step to mitigate the effect of the blunder he had failed to rectify at the proper moment.

At half-past two, therefore, hungry but well dressed, he was an interested student of the novels and periodicals displayed on the chief bookstall in Victoria Station.

To his consternation, he saw two ladies wearing blue dresses and sweet pea hats; yet neither seemed capable of arousing the enthusiasm of a callow youth in a telephone call-office. One, the younger, though not so young, was obviously waiting for someone, and Brooke was noting, with no little dismay, that she looked a rather strong-minded person, when his doubts were resolved by the sudden appearance of a young lady whose comeliness was all, and more than all, his imagination had painted "Meg," whose blue costume was crowned by a superb mass of sweet peas.

She was walking rapidly, taking quick, firm strides, with the ease and sureness of one of those maids of Capri who climb and descend rocky paths while balancing water-urns on their heads; she gave one swift glance around the interior of the station, at the bookstall in particular, and then consulted the clock.

The man who prided himself on having no nerves now felt horribly nervous, but he did it. He went straight up to the girl, raised his hat, and said—

"My I ask if you are expecting to meet a Mr. Charles Brooke?"

She looked at him in surprise, and he knew then he had never before seen violet eyes.

"Yes," she said. "Will you allow me to explain why he is not here?"

"Certainly. Did he send you as his deputy? How did you recognise me?"

"You told me about your dress, and the sweet pea hat, you know."

"What is that? I told you?"

In his relief at finding that the unknown Meg would probably accept his explanation without calling for a policeman, Brooke had broken out into a violent perspiration, and he was more confused now than ever. He clenched his hands in a fierce physical effort to regain self-control, and one of his gloves split across the knuckles with a loud noise.

Even in the hubbub of the station, both of them heard the rip, and Brooke involuntarily raised his hand to find out what had happened. The girl tilted, and the sound of her laugh ended the last straw to the barrister's discomfiture.

"Would you mind walking out into the fresh air with me?" he said, speaking with the coldness of despair. "I have a good deal to say, and you ought to listen, if only in justice to the other Mr. Brooke. That is I mean—really, I have made such an ass of myself that if I remain here, trying idiotically to collect my senses, I shall scream, or assault a railway porter."

The girl looked at him wonderingly, though her lips still curved in a smile. "If you feel ill, why not sit down on that seat over there?" she said, pointing to an unoccupied bench.

"No, please. The station square—Buckingham Palace Road—anywhere outside—if you don't object. There are hundreds of people about, and—"

"You need not be so concerned. It is not so very dreadful to have to tell me why my cousin should fail to turn up. Let us leave the station at once, if you wish it."

Her cool demeanour was a tonic. How he thanked her for it! They walked together through the outer hall, and he tore off the offending glove. He was aware that the girl stole a shy peep or two at him, but a drop of perspiration blinded his eyes on her side, and he dived for a pocket-handkerchief. Then yielding frankly to necessity, he mopped his face.

At the exit she halted. "You must talk some time," she said gently. "Why not here?"

He pointed across the enclosure, with its omnibuses and cabs.

"If you are going to the Tate Gallery, that is your way. May I accompany you a few yards?" he asked.

"I prefer to remain here," she said, stiflingly perceptibly.

"Very well. I think I can talk lucidly now. Please don't condemn me until you have heard the whole story."

He began, and the girl listened. More than once she laughed, a reassuring sign. He grew more confident, and his eloquence was convincing when he depicted his frantic efforts to retrieve the original mistake.

"Of course, it is evident you were given the wrong number," he concluded.

"But I spoke plainly. I told the boy to put me on to eight, eight, nine, Temple," said the girl.

"Oh, you gave the figures in that way?" "Yes. I should have said 'naught,' but I have the incurable trick of saying 'ought.' Does that matter?"

"Did the boy repeat the number?" "Yes."

"And he said, 'Ite, Ite, nine'?" She smiled.

"He certainly spoke with a Cockney accent."

"That solves the riddle, though it does not absolve me. In future you must always style the cypher 0."

"Oh?" "Yes."

"I meant another sort of 'Oh'.... Well, thank you, Mr. Brooke, for the trouble you have taken."

"But the thing cannot end in that way. There is a telephone in the station. Let us ring up 889, and get hold of the right Charles Brooke."

"It is absolutely useless. He has forgotten our engagement, and he is seldom in his office after lunch. When I asked if he could get off to-day it was a polite way of suggesting that billiards or cards at his club might be deferred for once. And that is why you—er—surprised me, Mr. Brooke, not only by your voice but by your professed devotion to work."

"Then I have spoiled your afternoon most effectively?"

"Hardly that. The pictures remain."

"Now, Miss—Miss Meg—don't be angry if I suggest something. You know who I am. Let me take you to the Tate Gallery. May I offer the additional atonement of tea at Rumpelmayer's?"

To his intense gratification, the girl showed her commonsense by considering the notion. She nodded towards a distant clock.

"Isn't it rather late for the Gallery?" she enquired.

"Candidly, I fear it is. But we might stroll across the park, and be among the first arrivals at the tea-shop."

She blushed prettily, but the spirit of adventure danced in her eyes—such eyes—deep blue stars they were now in the strong light.

Thus it came about that several people in Rumpelmayer's wondered who the girl could be to whom Mr. Charles Jordison Brooke was so attentive, and that an angry-looking young man arrived at Victoria in a taxi-cab not many minutes after "Meg" and her escort had entered Buckingham Palace Road, failed to find a young person in a blue coat and skirt, and wearing a sweet pea hat, though they searched the station like detectives, and literally ran through the long corridors of the Tate Gallery.

But "Meg" was deaf to hints, and quite as obdurate to pleading, when her cavalier wanted to discover her name and address. At the last moment, when her foot was on the step of a taxi-cab, and she was instructing the driver to take her to South Kensington station, she became emphatic.

"No, Mr. Brooke," she said. "We part here and now. The only excuse for to-day's unconventional behaviour is that it should reach a decisive end."

"But this ending is quite indecisive," he urged.

"Not to me."

"Then you remain a dream."

"And you a voice. Goodbye."



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	MIYASAKI MARU Capt. T. Murai	9,000	WED'DAY, 22nd May, at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU and YOKOHAMA	SADO MARU Capt. K. Asakawa	7,000	TUESDAY, 7th May, at Noon.
	INABA MARU Capt. S. Tomimaga	7,000	TUESDAY, 21st May, at 4 P.M.
SEATTLE	YOKOHAMA MARU Capt. N. Noda	7,000	About 1st June, from KOBÉ.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	6,000	FRIDAY, 10th May, at Noon.
	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU Capt. Y. Nomura	7,000	MONDAY, 13th May.
KOBÉ and YOKOHAMA	IYO MARU Capt. R. Takeda	7,000	THURSDAY, 9th May.
NAGASAKI, KOBÉ & YOKOHAMA	NIKKO MARU Capt. M. Yagi	6,000	WED'DAY, 9th May.
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KITANO	9,000	F. E. Cope	June 5th
IYO	7,000	R. Takeda	June 19th

STEAMER	TONS	CAPTAIN	FROM HONGKONG
SADO MARU	7,000	K. Asakawa	May 7th
INABA	7,000	S. Tomimaga	May 21st
KAMAKURA	7,000	K. Soeda	June 4th
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For Freight or Passage, apply to
HONGKONG, 2nd May, 1912.
SHEWAN, TOMES & Co., General Managers.
PHILIPPINES S.S. Co. [13]

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"HOPSANG,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge or remaining on board after Noon on the 3rd inst. will be landed at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD., General Managers.
Hongkong, 2nd May, 1912. [15]
"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
The Steamship "LOTHIAN"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 30th May, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th May, at 2.30 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & Co., LTD., Agents.
Hongkong, 30th April, 1912. [651]
FROM EUROPE.

THE H.A.L. Steamship
"ANDALUSIA,"
Capt. Artelt, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., LTD., whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.
Optional Cargo will be carried on unless notice to the contrary be given To-day.
All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th May will be subject to rent.
All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 6th May, at 9.30 A.M.
No Fire Insurance will be effected by us in any case whatever.
This Steamer brings on Cargo:
Ex s.s. "Tatti" from Norrköping.
Ex s.s. "Kong Sigved" from Christiania.
Ex s.s. "Jelo" from Christiania.
Ex s.s. "Jrolleberg" from Abus.
HAMBURG-AMERICA LINE,
Hongkong Office.
Hongkong, 1st May, 1912. [655]
NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.
THE Steamship
"BUELOW,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, LTD., Kowloon, and West Point Godowns, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 8th May will be subject to rent.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 8th May, at 9.30 A.M.
All Claims must reach us before the 15th May, or they will not be recognized.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Underwriter.
NORDDEUTSCHER LLOYD,
MELOCHERS & Co.,
General Agents.
Hongkong, 1st May, 1912. [5]

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WESTERN PACIFIC
DENVER AND RIO GRANDE
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CHURCH SERVICES.

UNION CHURCH.—Kennedy Road, Minister, Rev. C. H. Hickling. Spring Services, 11 a.m.; Worship, Hymns 14, 489; Psalm, 100; Cant 59; Anthem, "Arise, Shine." 3 p.m. Service in Peak Church for Children and Friends, conducted by Rev. C. H. Hickling, 6 p.m. Worship, Hymns 12, 441, 469, 371; Psalm 148 (Winchester).
ST. JOHN'S CATHEDRAL, Hongkong, 28th April, 4th Sunday after Easter. Holy Communion (8.15 a.m.) Responses: Forl; Venite, Stanley; Psalms, of the 5th morning; Te Deum, Smart in F.; Jubilate, Ayton in E; Anthem, "I waited for the Lord." Mandelstam: Holy Communion (11.45 a.m.) Kyrie, Adlam in F.; Hymns, 332, 229; Psalter, Rev. F. T. Johnson, M.A. N.E.—Psalms, 24, 103, 1, 2, in unison; 23 verses 1, 2, 9, 10, 31 in unison; 26, verses 1, 8, 12 in unison. Evening (6.45 p.m.): Responses: Forl; Psalm of the 5th evening; Magnificat, Goss (7th evening); Nunc Dimittis, Havergal (6th evening); Hymns, 290, 137, 27; Psalter, Rev. G. A. Bunbury, M.A. N.E.—Psalms, 27, verses 1, 2, 3, 16 in unison; 28, verses 1, 2, 7, 8 in unison; 29, verses 1, 4, 7 in unison.

WEATHER REPORT

On the 3rd at 11.55 a.m.—Pressure has increased rapidly over Central Japan, where an anti-cyclone now exists in place of yesterday's depression.
A depression has formed over N.E. China and the Gulf of Petchili; but pressure continues to increase along the S. coast of China, over the Loochoos and Philippines.
Fresh S. winds, veering to S.W., are indicated along the E. coast, and moderate S. winds over the China Sea.
Hongkong rainfall for 24 hours ending at 10 a.m. To-day, 0.01 inches.
The forecast for the 24 hours ending at noon to-day is as follows:
DISTRICT FORECAST.
• Hongkong & Neighbourhood
Formosa Channel ... S. to S.W. winds, moderate.
South coast of China between Hongkong and Loochoos ... Same as No. 1.
South coast of China between Loochoos and Hainan ... Same as No. 1.
• S. winds, moderate to light, fair.

UNCLAIMED TELEGRAMS

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:—
ADDRESS.
Anatolia
Chaney & A Hongkong Hotel ...
Chungkingwan Winglok street
Cushy Hongkong Hotel ...
Gohkengse Shanyu ...
Persson Bradley ...
3390 1344 5894 0337 0077 0448
7115
9852
2950 4637 6198

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—
ADDRESS FROM
Allegory ... Shanghai
Andrew & Co ... Melbourne
Ceresa ... Vinh
Cheongse o/o Kitzang o/o Tung-sunglung ... Medan
Chingwan ... Tainan
Chingwan ... 8 Kingsing
Street Wanchai ... Vancouver, B.C.
Chofoonlong Chop Kongsang ... Kuala Lumpur
Compton ... Manila
Frankes ... Manila
George Desbien ... Manila
Hunelouge ... Fathengkaihow Street
Kerlanth Wilmington ... Port Louis, Mauritius
Kear Hongkong Hotel ... Adamassas
Kwongtaijong ... Cavite, P.I.
Kwongyok ... Medan
Kwongyok ... Singapore
Leongwa, No. 30, Third floor, Pottinger Street ... Bangkok
Mansfield ... Manila
MO ... Kuala Lumpur
Mr. Wong Fong Chee Chaiman ...
Kwok Middle Market ... Saigon
Nardlloyd Wickera ... Los Angeles
Pearson King Edward Hotel ... Shanghai
Suzukiura Care Matsusara ... Thursday Island
Tachyuen ... London
Tanchoonseong Chop Gungang ... Singapore
Tautonia ... Bangkok
Trader ... Bombay
Turnbull Passenger Fleet ... Manila
White Passenger Chop Maru ... Shanghai
Yuenxung ... Saigon

SHIPPING

ARRIVALS.

CHOYBANG, British str., 3rd May—Campan.
COLENZ, German str., 1,869, L. Elugkist,
3rd May—Sydney 10th April, General.
Molchers & Co.
EASTERN, British str., 2,272, E. B. S.
Baker, 3rd May—Melbourne 29th
March, General—Gibb, Livingston &
Co.
HAIKUN, British str., 641, A. H. Stewart,
3rd May—Swatow 2nd May, General.
—Douglas, Lapraik & Co.
HONGKONG, French str., 739, 2nd May—
Haiphong 29th April, Rice and General.
—A. R. Marty.
LARTES, British str., 1,350, C. E. Page,
3rd May—Saigon 29th April, Rice and
General—Chinese.
TEAN, British str., 1,340, H. W. Outer-
bridge, 3rd May—Manila 30th April,
General—Butterfield & Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
May 3rd.
COLENZ, German str., for Haiphong.
EASTERN, British str., for Shanghai.
LILKUPEN, British str., for Shanghai.
MINOTAU, British str., for Colombo.
SIGAL, German str., for Hoihow.
TJILATAP, Dutch str., for Batavia.
YUENSANG, British str., for Manila.

DEPARTURES.

May 3rd.
DOVER, Norwegian str., for Saigon.
HAIKUN, British str., for Swatow.
HUNAN, British str., for Swatow.
PHANANG, German str., for Hoihow.
STENTOR, British str., for Yokohama.
TAIWAN, British str., for Saigon.
WAISHING, British str., for Shanghai.

PASSENGERS.

ARRIVED.

Per Tean, from Manila, Mrs. K. C.
Moore, Mrs. J. S. Ritterband, Messrs.
J. A. Noah, H. C. Price, A. R. Ranhin
and E. A. Schreaneck.
Per Coblenz, for Hongkong, from
Sydney, etc., Mr. Lamperator, Mrs. J.
Beck, Mr. B. Ammont, Mr. Waechli,
Mr. V. A. Ruth, Mrs. R. L. Henderson, Mrs.
Maria de Camps, Mr. W. D. Janey, Mr.
O. Baier, Mr. J. E. Durston, Mr. F. John
Hawkey, Mr. Luis Hauze, Mr. F. P.
Miller, Mr. L. Hartigan, Mr. and Mrs.
Akasi, Sister Josepha Liliman and Mr.
and Mrs. S. Mayer and child.

Per Eastern, from Melbourne, Hon. and
Mrs. C. S. Lanchu and 2 children,
Miss Tart, Miss V. Anderson, Mrs. Long-
worth, Mr. and Mrs. Cubitt, Mr. and
Mrs. W. M. Pratt, Mr. W. M. Marshall,
Mr. G. B. Champlin, Mr. and Mrs. H.
Berry, Mr. G. Grover, Mr. and Mrs. H.
Y. L. Brown, Mr. J. Valentin, Mr. and
Mrs. Houghton, Capt. Milharo, Pd. M.
J. Rodriguez, Pd. M. F. E. Hansen,
Pd. F. G. Rush, Mr. H. M. Jones, Mr.
A. N. Hill, Mr. H. A. Scran, Mrs. A. N.
Hasting, Mr. A. X. Davins, Mr. A.
Scheerer, Mr. G. Garcia, Mr. F.
Rodriguez, Mr. A. Mathews, Miss J. N.
Spencer Marshall, Mr. T. E. Rosser, Mr.
O. Church, Mr. P. Black, Mr. M. A.
Tana and Sergt. A. Salvador.

Per Hainan, for Swatow, Miss C.
Wacker, Mr. Macdonald, for Foochow,
Mr. Moran.
Per Nanyang, for Singapore, Mr.
Bellamy Brown, Mr. G. F. Ackroyd,
Mr. A. J. Darby, Mr. A. Campbell,
for London, Mrs. Edwards,
Mrs. Smyth, Master Jack Smyth, Mr. and
Mrs. G. W. Kynock, Master J. G. Kynock,
Master R. L. Kynock, Mr. and Mrs. R.
Master Coleman, Mr. and Mrs. R. A. A.
Hamm, Miss Sloan, Mr. W. C. Barrett, Mr.
G. H. Coveney and Mr. G. Payne.

INTIMATIONS

CHILDREN OF FAR CATHAY

A SOCIAL AND POLITICAL NOVEL OF
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By CHAS. J. HALCOMBE
Formerly of the Imperial Chinese Custom
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THE VOLUME which consists of 461
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historical interest showing the disposition of
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RENNIE.

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and Superstitions, combined with the insight it
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PRICE \$3.50

To be obtained from Messrs. KELLY &
WALSH, Ltd., Messrs. BROWNE & Co., or from
the Printers and Publishers, the "HONGKONG
DAILY PRESS" Office.

LATEST STEAMER MOVEMENTS.

The N.Y.K. str. *Iyo Maru* (European
Line) left Singapore for this port on the 8th
May.
Per P. & O. str. *Nore* is expected to
arrive at Penang on the 6th May, at
7 a.m.
The M.M. str. *Ernest Simon*, with the
French mail of the 7th April, and mails
from London of the 6th April, left Saigon
on the 2nd May, at 5.30 a.m., and is ex-
pected to arrive here on the 6th May, at
5.30 a.m. leaving most likely for Shang-
hai, Kobe and Yokohama on the same
evening.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point			
LONDON	GLIMPARG	Brit. str.	—	W. L. Hartnell	SHEWAN, TOMES & Co.	On 10th inst.
LONDON & ANTWERP	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 11th inst., at Noon.
LONDON & ROTTERDAM & ANTWERP	FLINTSHIRE	Brit. str.	—	C. H. Longden R.N.R.	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP	FLINTSHIRE	Brit. str.	—	G. C. Candy	JARDINE MATHESON & Co., Ltd.	On 19th inst.
ROTTERDAM, HAMBURG & ANTWERP	GLIMPARG	Brit. str.	—	Jas. McGilvray	SHEWAN TOMES & Co.	About 31st inst.
ROTTERDAM, HAMBURG & ANTWERP	ARADIA	Ger. str.	k. w.	Gronan	HAMBURG-AMERICA LINE	To-day.
ROTTERDAM, HAMBURG & ANTWERP	C. FRED. LARSEN	Ger. str.	k. w.	Lochner	HAMBURG-AMERICA LINE	On 27th inst.
HAVRE, BREMEN & HAMBURG	COENIA	Ger. str.	k. w.	Schuler	HAMBURG-AMERICA LINE	On 12th inst.
HAVRE, BREMEN & HAMBURG	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 7th June.
MARSEILLES, HAVRE & HAMBURG	HITACHI MARU	Jap. str.	—	T. Yamawaki	NIPPON YUSEN KAISHA	To-morrow.
MARSEILLES, HAVRE & HAMBURG	SHINONOI	Jap. str.	—	Kozima	HAMBURG-AMERICA LINE	On 8th inst., at D'light.
MARSEILLES, HAVRE & HAMBURG	PRINZ LUDWIG	Ger. str.	—	E. v. Binzer	MELCHERS & Co.	On 30th inst.
NAPLES, GENOA, ALGERES, GIBRALTAR, SOUTHAMPTON	SADO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 15th inst., at Noon.
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SEATTLE MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 7th inst., at Noon.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 16th inst., at 1 p.m.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	BOHEMIA	Aus. str.	—	—	SANDER, WILKES & Co.	On 23rd inst., at 1 p.m.
TRIESTE, VIA SINGAPORE, PENANG, COLOMBO, &c.	E. F. FREDERICK	Aus. str.	—	—	SANDER, WILKES & Co.	On 19th inst., at 6 p.m.
NEW YORK	EMPEROR OF JAPAN	Brit. str.	2m.	Dormand	THE BANK LINE LIMITED	About 15th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2m.	W. Davison	CANADIAN PACIFIC R. Co.	On 11th inst., at 6 p.m.
VANCOUVER B.C. SEATTLE & PORTLAND, &c.	OCMAO	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 1st June, at 6 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHITO MARU	Jap. str.	—	W. W. Green	THE BANK LINE LIMITED	On 27th June.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NILE	Am. str.	—	—	TOYO KISEN KAISHA	On 7th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th inst., at 1 p.m.
ODDESSA	YABOSLAV	Aus. str.	—	—	PACIFIC MAIL S.S. Co.	On 21st inst., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	GUTHRIE	Brit. str.	1m.	—	MELCHERS & Co.	To-day, 4 p.m.
AUSTRALIAN PORTS VIA MANILA	TAURUS	Brit. str.	1m.	L. Dawson	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	COLEMAN	Brit. str.	—	L. Kingkist	MELCHERS & Co.	On 18th inst., at 9 a.m.
AUSTRALIAN PORTS VIA MANILA	EASTERN	Brit. str.	—	W. H. Whittingham	GIBB, LIVINGSTON & Co.	On 25th inst.
YOKOHAMA & KOBE	PAZILKA	Brit. str.	—	Clunak	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at Noon.
YOKOHAMA & KOBE	FEBSIA	Aus. str.	—	L. Kingkist	SANDER, WILKES & Co.	About 30th inst.
YOKOHAMA & KOBE	COLENZ	Ger. str.	—	E. Takeda	MELCHERS & Co.	To-day, at 10 a.m.
KOBE & YOKOHAMA	ITO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 9th inst.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 8th inst., at Noon.
MEXICAN, PERUVIAN & CHILEAN VIA JAPAN	HONGKONG MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 7th June, at Noon.
JAPAN	YIPANAS	Dut. str.	—	J. B. v. Damme Jans	JAYA-CHINA-JAPAN LLOYD	Quick despatch.
TIENSIN VIA WEIHAWEI	SHINSHING	Brit. str.	1m.	E. E. Moore	JARDINE, MATHESON & Co., Ltd.	On 8th inst., at Noon.
SHANGHAI	BOHEMIA	Aus. str.	—	O. C. Williams	BUTTERFIELD & SWIRE	To-day, at Mid-night.
SHANGHAI	CHOTSANG	Brit. str.	1m.	M. Courtney	SANDER, WILKES & Co.	To-morrow, at Daylight.
SHANGHAI	BAVERN	Ger. str.	—	Brother	HAMBURG-AMERICA LINE	On 6th inst.
SHANGHAI, KOBE & YOKOHAMA	BOMBAY MARU	Jap. str.	—	T. Noguchi	NIPPON YUSEN KAISHA	On 8th inst.
SHANGHAI, MOJI & KOBE	DILWARA	Brit. str.	—	H. A. Sharpe	DAVID SASSOON & Co., Ltd.	On 8th inst., at 4 p.m.
SHANGHAI, MOJI & KOBE	STRIA	Brit. str.	—	E. A. Peters	P. & O. S. N. Co.	On 9th inst., at D'light.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CHINEHA	Brit. str.	1m.	Benson	BUTTERFIELD & SWIRE	On 9th inst., at 4 p.m.
SHANGHAI	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	About 9th inst.
SHANGHAI	ANHU	Brit. str.	1m.	J. B. Harris	BUTTERFIELD & SWIRE	On 11th inst., at M'night.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	COLENZ	Ger. str.	—	A. Ahlborn	MELCHERS & Co.	About 16th inst.
SHANGHAI, KOBE & MOJI	FOOCHOW	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at D'light.
SHANGHAI, YOKOHAMA, KOBE & MOJI	CEYLON	Swed. str.	—	—	ARTHUR NITSON & Co.	On 20th inst.
SHANGHAI, KOBE & YOKOHAMA	MONMOUTHSHIRE	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 1st June.
SHANGHAI	TUJMAH	Dut. str.	—	J. P. Scholte	JAYA-CHINA-JAPAN LLOYD	Quick despatch.
SHANGHAI	KAIJO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 8th inst., at Noon.
SHANGHAI	DAIGO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SHANGHAI	HAIYANG	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LARPAIK & Co.	To-morrow, at 11 a.m.
SHANGHAI	HAICHONG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LARPAIK & Co.	On 7th inst., at 11 a.m.
SHANGHAI	HAITAN	Brit. str.	2 h.	W. C. Farnmore	DOUGLAS LARPAIK & Co.	On 10th inst., at 11 a.m.
SHANGHAI	YUENSANG	Brit. str.	—	J. B. Bosch	DOUGLAS LARPAIK & Co.	On 14th inst., at 11 a.m.
SHANGHAI	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	To-day, at 2 p.m.
MANILA, CEBU & ILOILO	ZAPITO	Am. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 7th inst., at 4 p.m.
MANILA, MANGARIN, ILOILO & CEBU	LONGSHANG	Brit. str.	—	M. C. Smith	SHEWAN, TOMES & Co.	On 10th inst., at 4 p.m.
MANILA, CEBU & ILOILO	LONGSHANG	Brit. str.	—	Lesak	JARDINE, MATHESON & Co., Ltd.	On 11th inst., at 2 p.m.
MANILA, CEBU & ILOILO	KAIPOING	Brit. str.	1m.	Sidford	BUTTERFIELD & SWIRE	On 14th inst., at 4 p.m.
MANILA, CEBU & ILOILO	LUERIC	Brit. str.	—	—	THE BANK LINE LIMITED	On 15th inst.
MANILA, MANGARIN, ILOILO & CEBU	BURI	Am. str.	—	S. A. Crosby	SHEWAN, TOMES & Co.	On 20th inst., at 4 p.m.
MANILA, MANGARIN, ILOILO & CEBU	TIBODAS	Dut. str.	—	Bonnam	JAYA-CHINA-JAPAN LLOYD	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	HAKATA MARU	Jap. str.	—	Y. Nomura	NIPPON YUSEN KAISHA	On 13th inst.
SINGAPORE, PENANG & CALCUTTA	HONGKONG	Brit. str.	—	J. H. Hay	JARDINE, MATHESON & Co., Ltd.	On 7th inst., at Noon.
SINGAPORE, PENANG & CALCUTTA	TOYOMI MARU	Jap. str.	—	A. Meeker	JARDINE, MATHESON & Co., Ltd.	To-day.
SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR	Brit. str.	—	J. E. Drake	DAVID SASSOON & Co., Ltd.	On 8th inst., at 1 p.m.
SINGAPORE, PENANG & RANGOON	YOSHINO MARU	Jap. str.	—	H. Ohidly	JARDINE, MATHESON & Co., Ltd.	On 10th inst., at Noon.
KUDAT & SANDAKAN	YOSHINO MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at Daylight.
KWANG CHOW WANG & HAIPHONG	BOENKO	Ger. str.	—	F. Semhill	MELCHERS & Co.	On 8th inst., at 9 a.m.
	SI-KIANG	Fren. str.	—	E. de Catalano	MAGNETS MARITIMES	

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI "YUENSANG" Saturday, 4th May, 2 p.m.
FOR SHANGHAI "CHOTSANG" Sunday, 5th May, D'light.
FOR SINGAPORE, PENANG & CALCUTTA "HOPKINS" Tuesday, 7th May, Noon.
FOR TIENSIN VIA WEIHAWEI "CHIPSHING" Thursday, 9th May, Noon.
FOR MANILA "LOONGSHANG" Saturday, 11th May, 2 p.m.
FOR SHANGHAI, KOBE & MOJI "FOOKSANG" Sunday, 19th May, D'light.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS)

The Steamers "KITSANG," "NABANG," "FOOKSANG" leave about every 3 weeks for
Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted through-
out with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Taingtau, Weihaivei, Chiefo
Gentian and Newchwang.
Telephone No. 215, Sub. Exch. 4.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
HONGKONG, 4th May, 1912. GENERAL MANAGERS. [15]

BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN
Kobe, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "FAZILKA" 4,152 tons, Captain W. H. Whittingham, will be
despatched for YOKOHAMA and KOBE on 18th May, at Noon, taking Cargo and
Passengers at Current Rates. To be followed by S.S. "WARDHA," 3,976 tons, Captain
E. W. Peck.

WESTWARD.

The S.S. "FULTALA" will leave HONGKONG for SINGAPORE, PENANG
and RANGOON on 10th May, at Noon, followed by the S.S. "FAZILKA" on 28th
May, taking Cargo and Passengers at Current Rates.
The above Steamers have excellent saloon accommodation for passengers and are
fitted with all modern conveniences.
For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
Telephone No. 215, Sub. Exch. 4.
HONGKONG, 2nd May, 1912. AGENTS. [297]

"SHIRE" LINE OF STEAMERS.

LIMITED.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR LONDON, ROTTERDAM & ANTWERP "FLINTSHIRE" On 19th May.

SHANGHAI, KOBE & YOKOHAMA "MONMOUTHSHIRE" About 1st June.

LONDON & ANTWERP "DENBIGHSHIRE" About 15th June.

These Steamers have superior accommodation for a limited number of First Class
Passengers. Cabins are situated amidships, and are fitted with electric light and fans.
Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
HONGKONG, 27th April, 1912. AGENTS. [59]

CANADIAN PACIFIC ROYAL MAIL
STEAMSHIP LINE.

VIA VANCOUVER

AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

SUBJECT TO ALTERATION.

FOR VANCOUVER.

1912

"EMPEROR OF JAPAN" SAT., 11th May.

"MONTEAGLE" SAT., 1st June.

"EMPEROR OF INDIA" SAT., 22nd June.

"EMPEROR OF JAPAN" SAT., 13th July.

Steamships leave HONGKONG at 5 p.m.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express,
and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons
register, thus providing a comfortable and speedy through route to Europe.
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the
Marconi Wireless apparatus.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
Intermediate Steamship "Monteagle" \$43. " " \$48.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while
crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE," as also Intermediate Passengers only, at Intermediate rates
affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members
of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the
Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. GRADDOCK, General Traffic Agent for China,
Corner Pender Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR SHANGHAI, NAGASAKI, KOBE

"GOEBEN" About Thursday, 16th May.

MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE

"COLENZ" Capt. L. KLUGKIST, 6,750 { 9 a.m. 18th May.

"COLENZ" Capt. L. KLUGKIST, 6,750 { 10 a.m. 4th May.

KUDAT and SANDAKAN "BOENKO" Capt. F. SEMBILL, 5,000 { Middle of May.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

For Further Particulars, apply to NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA. [5]

VESSELS ON THE BERTH

RUSSIAN VOLUNTEER FLEET.

NOTICE.

FOR ODESSA

THE Steamship

"YAROSLAV."

(due here TO-DAY, the 4th May),

will very likely leave on the same day in the

AFTERNOON.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE (SYRIA) AND YOKOHAMA	Capt. R. A. Peters	Daylight, 9th May.	Freight and Passage.
SHANGHAI	DEVANHA	About 9th May.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Noon, 11th May.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN	About 15th May.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 4th May, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"LINAN"	On 4th May, M'night.
MANILA, ILOILO and CEBU	"TEAN"	On 7th May, 4 P.M.
SHANGHAI	"CHINHUA"	On 9th May, 4 P.M.
SHANGHAI	"ANHUI"	On 11th May, M'night.
MANILA, CEBU and ILOILO	"KAIPO"	On 14th May, 4 P.M.
MANILA, ZAMBOANGA, THRESDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUEN"	On 14th May, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"GUTHRIE"	On 11th May, 4 P.M.
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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIPO" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHEENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS. (8-608)

HAMBURG-AMERIKA LINIE

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. BAYERN 6th May.	For ROTTERDAM, HAMBURG & ANTWERP: S.S. O. J. D. AHLERS... 4th May.
S.S. ALESIA 24th May.	For MARSEILLES, HAVRE & HAMBURG: S.S. SACHSEN ... 5th May.
S.S. Segovia 4th June.	For HAVRE, BREMEN & HAMBURG: S.S. C. FERD. LAEISZ 12th May.
	For ROTTERDAM, HAMBURG & ANTWERP: S.S. ARCADIA ... 27th May.
	For MARSEILLES, HAVRE & HAMBURG: S.S. SITHONIA ... 30th May.
	For HAVRE, BREMEN & HAMBURG: S.S. SCANDIA ... 7th June.

For Further Particulars, apply to— HAMBURG-AMERIKA LINIE, Hongkong Office. (110)

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN EMPIRE	On 31st May.	On 25th May.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co., AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCOW

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 7th May, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 10th May, at 11 A.M.
"HAITAN"	Capt. J. S. Roach	TUESDAY, 14th May, at 11 A.M.

For SWATOW and RETURN. (Occupying 3 Days).

HAIMUN	Capt. A. F. Stewart	SUNDAY, 5th May, at 11 A.M.
		WEDNESDAY, 8th May, at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, LARRAIK & Co., GENERAL MANAGERS.

Hongkong, 4th May, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.
Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 23rd May, at Noon.
TENYO MARU	E. Don	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.

THE S.S. "CHIYO MARU" will be despatched for SAN FRANCISCO VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU on TUESDAY, the 7th May, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and CORONEL VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA NAGASAKI, KOBE, YOKOHAMA, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 16th May, at 1 P.M.
	"CHICAGO MARU"	6,182	TUESDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, MOJI, KOBE, YOKOHAMA, AND YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 23rd May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for passengers. Amplest of food. A limited number of Cabin Passengers carried at Low Rates. Best adapted for carrying Silk, Furs and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SAIGON	"YERIMO MARU"	SUN, 5th May, Daylight.
TAMSUI VIA SWATOW AND AMOY	"DAIGI MARU"	SUNDAY, 5th May, at Noon.
FOOCOW VIA SWATOW AND AMOY	"KAIJO MARU"	WEDNESDAY, 8th May, at Noon.

For information of Freight, Passengers, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,
MANAGER

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 8th May, 1912, at 9 A.M.

For Passengers and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 4TH MAY, 1912.

8 a.m. "HONAM"	8 a.m. "HEUNGSHAN"
10 p.m. "HEUNGSHAN"	5 p.m. "KINSHAN"

SUNDAY, 5TH MAY, 1912.

10 p.m. "FATSHAN"	4 p.m. "HONAN"
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HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 5TH MAY.

The Company's Steamship

"SUI AN"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This Steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons. Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons. One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier. (143)

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CEYLON"	9,000	On 20th May

For Freight and Further Particulars, apply to TELEPHONE No. 171. ARTHUR NILSSON & CO., YORK BUILDINGS, TOP FLOOR.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

NEW YORK.

STEAMERS		Leave		Connecting Steamers		Due		Due	
to		HONGKONG		from COLOMBO to		MARSEILLES		PLYMOUTH	
COLOMBO				MARSEILLES & LONDON		(Brindisi 2 days earlier)		(London 1 day later)	
Steamer	Tons	Noon, SATURDAY		Steamer	Tons	SATURDAY		FRIDAY	
ORIENTAL ...	5234	May	11	MALWA	11000	June	8	June	14
DEVANHA ...	8000	May	25	CHINA	8000	June	22	June	28
DELTA	8000	June	8	MACEDONIA	10500	July	6	July	12
ARCADIA	7000	June	22	MOBEA	11000	July	20	July	26
ASSAYE	7500	July	6	MAEMORA ...	10000	Aug.	4	Aug.	10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd SALOON £48.8 SINGLE £72.12 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
	HONGKONG	LONDON
	about	about
PALAWAN	May	June
BORNEO	May	June
SYRIA	June	July
NOBE	June	July
SIMLA	July	August

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £35.0 SINGLE £52.0 RETURN.

2nd SALOON £23.0 SINGLE £34.0 RETURN.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

TEPLITZ WATER

A most delicious TABLE-WATER for the HOT SEASON:

\$18 PER CASE OF 100 PINTS.

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.

Hongkong, 3rd May, 1912.

GUSTAV FEILER,**NETZSCHKAU i. VGTL,**

MANUFACTURER OF

**WORSTED GOODS, WOOLLEN
and UNION CASHMERES.**

General Agent for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.

Hongkong, 3rd May, 1912.

Hoehl Extra Dry
gout americainSole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 3rd May, 1912.

POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present
suspended: Hupeh, Hunan and Tientsin.

The Sackon, with the Siberian Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Haihow, Haiphong and Pakhoi...	Signal	Saturday, 4th, 8.00 A.M.
Haiphong and Pakhoi	Carl Diederichsen	Saturday, 4th, 9.00 A.M.
Batavia, Samarang and Sourabaya	Tydatag	Saturday, 4th, 1.00 P.M.
Philippine Islands	Yuanzang	Saturday, 4th, 1.00 P.M.
Macao	Sun Tai	Saturday, 4th, 1.15 P.M.
Tientsin	Tungku	Saturday, 4th, 4.00 P.M.
Japan via Kobe	Coblenz	Saturday, 4th, 4.00 P.M.
Saigon	Yessie Maru	Sunday, 5th, 5.00 P.M.
Haiphong and Pakhoi	Hongkong	Saturday, 4th, 5.00 P.M.
Shanghai and North China	Choyang	Saturday, 4th, 5.00 P.M.
Haihow	Phrangang	Saturday, 4th, 5.00 P.M.
Shanghai and North China	Linan	Saturday, 4th, 5.00 P.M.
Shanghai and North China	Bohemie	Saturday, 4th, 5.00 P.M.

Swatow, Amoy and Formosa	Daigi Maru	Sunday, 5th, 9.00 A.M.
Swatow via Nagasaki, and United States via Seattle	Haimun	Sunday, 5th, 9.00 A.M.
Swatow, Amoy, Formosa and Foochow	Minnesota	Monday, 6th, 11.00 A.M.
Straits, and India via Calcutta	Hepang	Tuesday, 7th, 10.00 A.M.
Shanghai, North China, Japan via Moji	Sado Maru	Tuesday, 7th, 10.00 A.M.
Victoria, B.C., and United States via Seattle		

SHANGHAI, NORTH CHINA, JAPAN, HONKONG, UNITED STATES, CANADA AND SOUTH AMERICA via SAN FRANCISCO (EUROPE VIA SIBERIA)

SAIGON, STRAITS, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEW, EGYPT AND EUROPE via MARSHALLS. Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. Late Letters 11.00 to Noon Extra Postage 10 cents.

Philippine Islands	Teau	Tuesday, 7th, 3.00 P.M.
Straits and Ceylon	Kitachi Maru	Tuesday, 7th, 5.00 P.M.
Fort Bayard and Haiphong	Si-Kiang	Wednesday, 8th, 8.00 A.M.
Swatow	Haimun	Wednesday, 8th, 10.00 A.M.
Japan via Yokohama	Faizka	Wednesday, 8th, 11.00 A.M.
Japan via Nagasaki	Nikko Maru	Wednesday, 8th, 11.00 A.M.
Straits, and India via Calcutta	Gregory Apoor	Wednesday, 8th, Noon
Shanghai, North China and Japan via Kobe	Dilwara	Wednesday, 8th, 3.00 P.M.
Shanghai, North China and Japan via Moji	Syria	Wednesday, 8th, 5.00 P.M.
Wohaiwei and Tientsin	Chapshing	Thursday, 9th, 11.00 A.M.
Shanghai and North China	Chinhua	Thursday, 9th, 3.00 P.M.
Swatow, Amoy, Formosa and Foochow	Haichang	Friday, 10th, 10.00 A.M.
Straits and Burma	Pullala	Friday, 10th, 11.00 A.M.
Philippine Islands, Australia, Tasmania and New Zealand	Yavata Maru	Friday, 10th, 11.00 A.M.
Philippine Islands	Zafiro	Friday, 10th, 3.00 P.M.

STRAITS, BURMAH, CEYLON, ADELPHI, WESTERN AUSTRALIA, INDIA, ADEW, EGYPT AND EUROPE via BRINDISI. (Late Letters 11.00 to Noon Extra Postage 10 cents). (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents). (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail). The Parcel mail will be closed on Friday, the 10th inst., at 5 P.M.

Philippine Islands	Loongang	Saturday, 11th, 1.00 P.M.
Australia, Tasmania and New Zealand	Guthrie	Saturday, 11th, 3.00 P.M.
Shanghai and North China	Anhui	Saturday, 11th, 5.00 P.M.

COMMERCIAL.

CLOSING QUOTATIONS.

On	May 3rd.
London	111 1/2
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days' sight	111 1/2
Bank Bills, at 4 months' sight	111 1/2
Credits, at 4 months' sight	111 1/2
Documentary Bills 4 months' sight	111 1/2

On	May 3rd.
Bank Bills, on demand	25 1/2
Credits, at 4 months' sight	25 1/2
On demand	20 1/2
On New York	43 1/2
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	43 1/2

On	May 3rd.
Bombay	148 1/2
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2
On Calcutta	148 1/2
Telegraphic Transfer	148 1/2
Bank, on demand	148 1/2

On	May 3rd.
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
On Yokohama	97 1/2
On Manila	98 1/2
On Singapore	98 1/2
On Batavia	119 1/2
On Haiphong	119 1/2
On Saigon	119 1/2
On Bangkok	119 1/2
On Hongkong	119 1/2
On Shanghai	119 1/2
On Canton	119 1/2
On Hankow	119 1/2
On Tientsin	119 1/2
On Peking	119 1/2
On Harbin	119 1/2
On Manchuria	119 1/2
On Korea	119 1/2
On Japan	119 1/2
On Russia	119 1/2
On Europe	119 1/2
On America	119 1/2
On Australia	119 1/2
On New Zealand	119 1/2
On South Africa	119 1/2
On India	119 1/2
On Ceylon	119 1/2
On Straits	119 1/2
On Philippines	119 1/2
On China	119 1/2
On Japan	119 1/2
On Korea	119 1/2
On Manchuria	119 1/2
On Russia	119 1/2
On Europe	119 1/2
On America	119 1/2
On Australia	119 1/2
On New Zealand	119 1/2
On South Africa	119 1/2
On India	119 1/2
On Ceylon	119 1/2
On Straits	119 1/2
On Philippines	119 1/2
On China	119 1/2

On	May 3rd.
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
On Yokohama	97 1/2
On Manila	98 1/2
On Singapore	98 1/2
On Batavia	119 1/2
On Haiphong	119 1/2
On Saigon	119 1/2
On Bangkok	119 1/2
On Hongkong	119 1/2
On Shanghai	119 1/2
On Canton	119 1/2
On Hankow	119 1/2
On Tientsin	119 1/2
On Peking	119 1/2
On Harbin	119 1/2
On Manchuria	119 1/2
On Korea	119 1/2
On Japan	119 1/2
On Russia	119 1/2
On Europe	119 1/2
On America	119 1/2
On Australia	119 1/2
On New Zealand	119 1/2
On South Africa	119 1/2
On India	119 1/2
On Ceylon	119 1/2
On Straits	119 1/2
On Philippines	119 1/2
On China	119 1/2

On	May 3rd.
Bank, at sight	72 1/2
Private, 30 days' sight	73 1/2
On Yokohama	97 1/2
On Manila	98 1/2
On Singapore	98 1/2
On Batavia	119 1/2
On Haiphong	119 1/2
On Saigon	119 1/2
On Bangkok	119 1/2
On Hongkong	119 1/2
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On Canton	119 1/2
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